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METROPOLITAN BOSTON

A Modern History

Editor-in-Chief

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Ex-Secretary of State of Massachusetts

VOLUME III

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CHAPTER XIV.

PART I.

MILITARY RECORD—THE WAR WITH SPAIN.

In an earlier chapter of this work, the military history of Boston has been outlined from the first clashes with the Indians through the War of the States. There remains to be told the story of the city's soldiery and citizens, and the part they played in the modern wars in which our country has been engaged. There are but two which can be so classed as real, and both are what may be called "foreign" wars, one with Spain, and the other in Europe, when all the world raged with strife. Both can justly be rated as "humanitarian" as far as the purposes of the United States were concerned, since neither one was waged with any intent to acquire territory. For neither conflict was the Nation prepared, and through the twain the country "muddled" along for a while before it was ready to end successfully the fight it had taken upon its hands. The war with Spain was won because of what the Spanish could not do, rather than what America did. It was a blundering affair out of which the United States came a fortunate victor. None can say this of the World War, for however unprepared, however slow to rise in its might, our country was invincibly effective once it applied itself to the task confronting the Nation. As one looks back upon it, the Spanish-American War seems but a small affair, and comparatively it was. But when we were plunged into the larger and later event, who can say that the lessons taught by the smaller event were not the very ones which enabled America to do so well and so quickly the larger task?

The Motives Back of the Spanish-American War—The Spanish-American War has been mentioned as one entered upon from humanitarian motives, but there was far more than a good impulse behind the conflict. It was a measure of self-protection which this country had to take sooner or later, for Cuba had become a plague-spot, one altogether too close to the United States for safety. The Cubans had been for decades sorely oppressed; the time had come when some nation must relieve the sufferings of this people. There was none other than our own to bring about such relief. But there were corollary conditions growing out of the history of Cuba which made it even more imperative that such a move should not be delayed. The management of the island by Spain had been such as to break down much of the decency and health of its inhabitants. Disease was rife, and it entered the States across the narrow channel which separates the two countries. The colonization of the island had

been for revenue only, and by slaves. Slavery persisted in Cuba until little more than a decade before the war; the negroes at the time far outnumbered the whites. Ninety per cent. of its folk were illiterate, and half the population were illegitimates. And all this was at our very doors! We were afraid to have such things so close and so ready to infect our land. As well might we have an unconfined yellow-fever victim wandering through a city.

Spain a Natural Enemy—If one goes further into the causes of the war, one is led inevitably to a realization that Spain had always been a natural enemy, one with reasons for seeking revenge, and that the conflict was but the climax of a race antipathy whose foundations had been laid centuries before. Spain had conquered the West Indies and parts of the mainland of both North and South America before what is now the United States had been settled. We had brought to an end, as early as 1759 when Wolfe took Quebec, the power of the French in America. A few years later our relations with England had been determined by a war in which the United States was left free to develop as a nation. But with Spain, there never was any accord in our forced associations; trades, bickerings, strife, there were, but never friendship. In 1846, we had warred against the Spaniards of Mexico and taken California and Texas as our spoils. Meanwhile, nearly all the Spanish colonies in this hemisphere had won their independence, only Cuba and Porto Rico remaining of the vast empire in America that had once been Spain's. Neither of these two islands was profitable to the Spanish in spite of all the efforts, good and ill, that had been made for their exploitation. And the United States had interfered, as far back as 1823, when by the "Monroe Doctrine," it had made it impossible for Spain to pass Cuba and Porto Rico on to some other nation. There is little in the history of the American-Spanish relations that did not point to an eventual conflict. The "Cuban Question" was a perennial problem to Spain as it was to the United States; the war of 1898 was its solution.

The Spanish Oppression of Cuba—In 1868, the Cubans began a fight for freedom which was continued for a decade, only to end in failure. Shocking atrocities were practiced by both sides, with Spain putting in force the most severe repressive measures. The sympathy of the United States was with its neighbor, but the policy of our Government forbade any interference. This did not prevent the surreptitious giving of aid to the Islanders, arms, men, and ammunition finding their way into Cuba. Spain, as was natural, resented these infractions of neutrality, but feared intervention as greatly as it was hoped for by the Cubans. The gun-running "Virginius" incident in 1873, where a number of Americans,

captured with the vessel, were summarily executed, seemed destined to draw the United States into war with Spain. But with a navy which had been left to rust and rot in our harbors since the Civil War, our country was in no position to enforce a protest. Unfortunately, the incident created the impression in Spain that whatever it might do, the United States did not dare to interfere.

Sinking of the "Maine"—By 1895, Spanish misgovernment in the Island had become so unbearable that another guerrilla struggle was begun. Cuba was laid waste; the Spanish general finally requiring the inhabitants of the island to gather in required places, where under the guard of Spanish troops they were starved to death by the thousands. American public opinion was stirred to a fever heat by the conditions existing in Cuba, a heat in no manner allayed by the contempt shown by Spain for our government. Then came the friendly visit of the warship "Maine" to Havana. In February, 1898, the "Maine" was blown up while anchored in a spot to which it had been assigned by port authorities. Two hundred and sixty men lost their lives. Although the responsibility for the destruction of the "Maine" was never placed, public opinion laid it at the door of Spain, and the demand for war was immediate and insistent. For a time, President McKinley tried to avert war by negotiations; he was forced to lay the whole matter before Congress with the suggestion that American interference to stop the destructive conflict in Cuba was justified by humanity and by our national interests. On April 19, 1898, Congress declared the people of Cuba are, and of a right out to be, free and independent, and demanded that Spain at once withdraw from the Island. Spain treated the demand as a declaration of war and hostilities between the two countries soon followed.

The United States Unprepared for War—The historian may point out many logical and noble reasons why war was inevitable between Spain and America, and attempt to show why it had to occur just when it did. But after all is said and done, the United States went to war in 1898 because its people became fighting mad. We were unprepared, as usual; a third of a century of peace not being the best preparation for war. There is no doubt that every effort was made by Congress to postpone a declaration of war until after the army and navy could show some signs of readiness for such an event. The army had been reduced to a mere handful, and the navy was a rusty untried weapon. Spain had in Cuba six times the number of men that we had in our whole enlisted force, and these men were armed with modern guns using smokeless powder, while America had the ancient Springfield rifle burning a powder that advertised to the enemy the location of the shooter. In the navy.

Spain had 137 vessels in service, against 86 in the American service, and the strength of the Spaniards lay in her cruisers, the class of vessel most likely to be of use. Spain, too, was accustomed to making war, practiced in the handling of men and ships, with the necessary organization to fit them and keep them in supplies. As students considered the situation, America was so completely unready, that she was embarking on a war leading to inevitable failure. As far as the people of this country were concerned, they believed none of these things; or if they were true, our nation must make the most of it, for fight it must. Because we were so unprepared, the wealthy people of Boston believed a Spanish fleet would destroy the city. Scores of them took their valuables to Worcester and deposited them in the banks of that city.

Spain Proves Incapable—The figures in the case proved to be of little value as a means of forecasting future results. The Spanish troops, however numerous, proved to be untrained, badly officered, weakened in morale by their life in the tropics and their failures against the Cuban rebels. The paper strength of the Spanish army proved to be only strength on paper when it came to actual conflict. The events of the war do not in any way change the fact that America was unprepared for it, nor lessen her temerity in entering upon such an adventure without an army, and with a navy untested, one without any apparent superiority to that of the enemy. But, as with the late World War, superiority in war is a matter of money, natural resources, manufacturing ability, intelligence and organizing powers, rather than individual bravery. As phrased by Hiram Maxim many years ago, "The complication of modern implements of destruction gives to the highly scientific and mechanical races, marked advantage over the untrained and unscientific nations."

Dewey at Manila—Fortune favored the bold rather than the ready in the very first contest of the war. When hostilities were declared, Commodore George Dewey was at Hong Kong with a small American fleet. He sailed at once to the Philippine Islands, Spain's chief possession in the Orient. On the night of April 30, Dewey slipped quietly into Manila Bay, much to the surprise of Admiral Montojo of the Spanish fleet. With the morning the attack was begun, and within a few hours the vessels of Spain had been destroyed without the loss of an American ship or man. Dewey could have taken the city had he chosen, but lacked men to occupy it. When later, troops were sent to him, Manila fell and with it came the end of Spanish rule in the islands. It is rather a strange coincidence that the first battle of the war was fought on the side of the globe the farthest away from the Island which was the reason for the struggle.

While these stirring events were going on in a far quarter, the home fleet under Admiral Sampson instituted a blockade of the Cuban ports and was on the alert to meet the Spanish squadron reported to have sailed under Admiral Cervera from the Cape Verde Islands. In spite of the watch set, Cervera managed to get into the harbor of Santiago unobserved and was there blockaded. On June 3, Lieutenant Richmond P. Hobson with six volunteers, made a hazardous attempt to bottle up the enemy fleet by sinking the collier "Merrimac" at the entrance of the harbor. The enterprise failed when the fire of the forts shot away the ship's controls and the tide drifted the sinking hulk to one side of the channel; Hobson and his men being captured by the Spaniards.

Shafter at Santiago and the Destruction of the Spanish Fleet—General Shafter, with an army, was sent to take Santiago from the land side and thus drive out Cervera's fleet where it could be met by the American navy. Lack of readiness, and bad management of the army, delayed the expedition, but eventually about fifteen thousand men were landed east of the city. On July 1st, the Americans fought the Battle of Santiago, in which they captured El Caney and San Juan Hill. It was at the latter mentioned place that the "Rough Riders," a volunteer regiment of cavalry under Colonel Theodore Roosevelt, won its spurs by the manner in which it fought. The net result of the battle was as hoped, to drive Cervera from the harbor. To escape capture he and his fleet slipped out of Santiago on the morning of July 3, leaving the city to its fate. The admiral's evident purpose was to outrun the American vessels and reach some neutral port. Within two hours, the Spanish fleet was destroyed in a brilliant running battle, almost as completely as had been Admiral Montojo's at Manila. Only the "Colon" escaped for a time, she being forced ashore and surrendered a few hours later. Again an American squadron had come through a notable affair almost unscathed; one man was killed and ten wounded. Of the 23,000 men on the Spanish fleet, three hundred and fifty lost their lives, the most of the rest being captured. The escaping squadron was about equal in number of ships to that of the pursuing fleet, but the American vessels were somewhat heavier in arms and armor. The victory, like that of Manila, was one of gunnery, and established a tradition for marksmanship which is still more than a romance in our navy and the inspiration of our sea forces. The Santiago engagement marked the end of actual warfare for the navy, little further part being taken by this branch of arms except in the assistance of the land forces.

Massachusetts Sends Her Troops—However colorful and interesting the record of the American navy, the story of the army more closely

affected the nation at large, for, lacking a professional force, one had to be created from volunteer units. The United States from the beginning of hostilities and all through the conflict, had to depend greatly upon the local militia, and the Spanish-American war was the opportunity and the justification of the National Guard and its allied organizations. Massachusetts was called on with the other states, to supply its quota of men from its local troops, the intention of the Government at that time being to use the militia of the coastal states at home for the defense of the sea border; those from the interior were to be sent abroad. Massachusetts, as always, was prompt to answer the call for defenders, and was first in the land to have organized troops ready. If the Commonwealth experienced any difficulty, it was in the reduction of her volunteers to the required number desired by the Government. Furthermore, the State was more nearly prepared than most, to equip its soldiery; one of her regiments was the first, and for some time, the only, regiment clothed in khaki.

The plan to keep the Massachusetts soldiers in the coastal fortifications broke down almost with the declaration of war. Troops from the interior states proved, for the most part, numerically weak, badly equipped and poorly drilled. Because the Commonwealth's companies were better armed, better clothed, better trained, they were taken first and saw more of service in the West Indies than those of any other State. Six regiments and a naval brigade were mustered in from Massachusetts alone. One regiment was used for coast defense, the First Heavy Artillery, which had been trained particularly for just that work. And of the four summoned on the first call of the Nation, all saw foreign service and three active service, a record not equalled by any other State. In every regiment there were representatives from Boston, and many companies were made up almost entirely of Bostonians. As the capital of the State, the city was the center of most of the martial arrangements, the headquarters of the officers, and the point of departure for the southern camps and the front.

Chronology of the War—A bit of war chronology will aid in showing conditions in the State at the outbreak of hostilities. On April 15, the Legislature of the Commonwealth appropriated $500,000 for local defense and the equipment of her troops. All through the month, the commanders of the various military organizations in the State tendered the services of their troops. On the 23d, President McKinley called for 125,000 volunteers. On the 25th, Governor Wolcott received the notification from the Secretary of War regarding the quota to be furnished by Massachusetts. Four infantry regiments were requested and one of heavy

artillery. The commanders of the Second, Sixth, Eighth and Ninth met in Boston on April 28 to confer with the Governor. Meanwhile the First Artillery had assembled in the city (April 26) ninety-nine per cent. complete, was reviewed by the Governor, and by noon had reached its station. The Sixth arrived in camp at Framingham on April 26, while the Eighth arrived at the same destination a few days later. Whatever may have been the conditions in many of the States, Massachusetts was ready well before preparations had been perfected by the central army authorities to use her troops. May saw the mustering in of volunteer troops from all over the United States and their establishment in the camps of the different southern States, where they were prepared to be sent to such parts of the field of war as the exigencies of the moment determined. On May 25, President McKinley called for 75,000 additional volunteers, and upon that same date, the first military expedition started from San Francisco for Manila.

In Cuba—Early in June, preparations were made for the transportation of 25,000 men under General Shafter to attack Santiago. About half this number was landed at Baiquiri on June 22, and after a bloody skirmish at Las Quasimas, moved on to El Caney. July ushered in the best fighting of the war done by the Spanish near the little village where they held back an American army under General Lawton of ten times their number. One of the serious difficulties growing out of the unpreparedness of our country manifested itself in this battle. The Second Massachusetts, which shared in the attack, was equipped with the obsolete Springfield rifle using non-smokeless powder. So clearly did the smoke of their firing outline their position to the enemy that it was plain murder to both themselves and those located near them, so that they had to be withdrawn. Thus through no lack of valor on their part, the members of the Second Massachusetts had to be withdrawn and used as a reserve force. Their losses in killed and injured exceeded any other regiment.

San Juan Hill—The battle of San Juan followed on the same day. Lawton had been given two hours to dislodge the troops at El Caney, after which he was to join in the attack upon the Hill. His delay deprived the Americans of needed support; the hilly terrain with its narrow forested roads prevented the bringing into position of the heavy artillery; there had been no careful reconnaissance of the ground on which the Spaniards were strongly entrenched. All of which made for a blundering attack, which, although successful cost too high a price. The casualties in this affair were the heaviest of the war, 151 killed and more than 1,000 wounded. The troops of Kent and Wheeler bore the brunt of the

battle, and suffered the severest losses in getting in a position from which they could attack. Kent took Fort San Juan; the part played by Colonel Roosevelt and the Rough Riders in the capture of San Juan Heights, has been told too often to need repetition. Although in rather a precarious position, a bold demand was made for the surrender of Santiago, and the audacity of the move brought results. Cervera and his fleet left the harbor and was destroyed; General Toral surrendered the city and Province of Santiago on July 17, thus virtually bringing to an end the active warfare against Spain.

Porto Rico—General Miles with troops, for the most part from Massachusetts, was now sent to Porto Rico to subdue the island, and in little more than two weeks had taken a third of its territory with a loss of only three men killed and forty wounded. After a few more minor engagements, a peace protocol was signed, August 12, and hostilities ceased. Meanwhile, General Merritt arriving in the Philippines secured the formal surrender of Manila with 13,000 prisoners of war besides quantities of arms supplies, and a public fund of $900,000. By the terms of peace, Spain renounced all sovereignty, ceded Porto Rico and one of the Ladrone Islands to the United States; the "possession" of the Philippines was to rest with America. The United States, to save the face of the Spanish peace commissioners, donated $10,000,000 for the Philippines. The treaty was signed on December 10, 1898, and upon this country was piled the "white man's burden" from the troubles of which it is not, even yet, free.

Results of the War—As we look back at it now, the Spanish War was but a small affair, but none the less important. As Frederick Palmer sums up a few results of the conflict: "The Eagle spread his wings for a new flight. A new vision was opened to us. It gave us a new world; led to the building of the Panama Canal; wiped yellow fever out of the American continent; set us up as a first class power; and made Theodore Roosevelt President of the United States." He might have added that it was the acid test which proved the courage and readiness to enlist of American citizens in a time of need. There was but one really big battle of the 1898 campaign, San Juan Hill. Yet the wild utterly reckless boldness with which poorly trained and poorly equipped soldiers crashed their way through swamp jungle and stormed up the Hill, has for sheer bravery never been excelled in national history. The courage of a hundred men or a million is of the same quality; and the strongheartedness of our troops was shown as clearly in that July battle as ever it was in the Argonne Forest. As the foreign military observers witnessed the events of San Juan Hill, they exclaimed: "Extraordinary—

they did it! Each man like a tiger, on his own." And to the nations whose expectations, and perhaps hopes, were with the Spaniard, notice was served that the soldiery of this country had an initiative, a boldness, and effectiveness never suspected.

To our own people came a lesson, soon forgotten, of the penalties of unpreparedness. It is true that troops were sent to Cuba in an unusually short time after the declaration of war. Too soon, in fact; the losses incurred in the Cuban campaign were mostly of the preventable, losses brought about by the lack of equipment and care. The total number of deaths more or less due to gun-fire was but 230. More than that number died from disease within two weeks after surrender of Santiago and the virtual ending of the war. Duffield's Brigade, of which one of the Massachusetts regiments was a part, although never numbering more than 3,500 men at one time, lost by death 266 men, and only a very few of these fell in battle. At home in the training camps more than 20 men out of every 1,000 lost their lives. The loss in the training camps in the World War was 7.5 in 1,000, an altogether too large a proportion, but explainable by the influenza epidemic which raged, and, of course, to the unpreparedness of the Nation for the event. Massachusetts was more fortunate than many states in the question of losses. Six volunteer regiments were sent by the State into service, a total of 6,500 men. Of these 300 never returned, and of the dead, only 19 were slain in actual warfare.

The "Ninth Massachusetts"—The experience of the regiments which went from the Commonwealth are typical of the Spanish War, in that the greatest battles were those fought against disease and neglect. They were the pick of the National Guard, equipped at the start better than most. They were admitted to camps only after passing rigid physical and medical examinations. A lusty, vigorous, selected lot, they went forth to fight; one of the most heart-rending sights was the return to Boston of some of these units. Take the story of the "Fighting Ninth," a regiment made up almost wholly of Bostonians. It was one of the smallest of the regiments, never a thousand; the one which spent the second shortest period in service, seven months. But it was the one which served in Cuba for the longest period, and the regiment which suffered the greatest losses, 124, or thirteen per cent. Although it was in the attack on San Juan, and was in the trenches for sixteen days before Santiago, not one of its members was killed in battle.

The career of the Ninth, stated briefly, runs somewhat like this: Some years before the Civil War, a company known as the Columbian Artillery, was formed in the North End, Boston. One of the first to be called out in 1861, it won its name, the Fighting Ninth, on thirty battlefields of the South. After the war, the regiment continued its good work as a part of

the National Guard of the Commonwealth, and was ready to go into camp when President McKinley issued his call for troops in 1898. Reporting at Camp Dewey, South Framingham, May 11, it was mustered into the United States service, and on the end of the month entrained for Camp Russell A. Alger, Dunn Loring, Virginia. On June 26, it embarked at Newport News on the transport "Harvard," landing at Siboney, Cuba, July 1, 1898.

At El Caney—The night of the landing, the Ninth was sent on a forced march to the aid of Shafter before El Caney, and drove on through the tropical night from ten o'clock to four thirty the next morning. Meanwhile, even the light equipment, the rolled blanket, and the haversacks with three days' emergency rations had been, for the most part, left behind. That same day they came under fire, and the next, again under fire, being stationed on the left flank with orders to hold, no matter what happened. Like other Massachusetts troops, they had only the obsolete Springfield rifle, "which went off with the roar of a cannon, made a smoke like a forest fire, and was effective only when you could see the whites of the enemy's eyes." When the Spaniard lacked a mark, he waited until a Springfield was discharged, and fired upon the position disclosed. The trench was the only salvation, and trench digging was the night and day occupation for ten days. It was the rainy season of the year, but the regiment was without shelter, and for two weeks slept in their trenches, or in the severest of the storms kept upon their feet. Their shelter tents and other equipment had been left aboard the "Harvard" when the regiment landed through the surf at Siboney, and were not unloaded until after the vessel had made another complete trip. Some of the stuff belonging to the regiment never reached it until the time came for its mustering out.

Losses from Disease—Santiago was surrenderd on July 17, and the next day, the worn out Ninth went into camp on the lower slopes of San Juan Hill, next door to a swamp. On August 23, it moved into Santiago to be sent home. The move was made at least a month too late. When the regiment came to embark, yellow and typhoid fevers, dysentery and malaria, had all but wrecked it. Two hundred of its men were in the hospital, and three hundred should have been had there been any hospital in which to house them. Ninety per cent. of the officers were at some time ill, and only one out of five in the ranks escaped disease. The Ninth had its own private graveyard within sight and hearing of the camp. Deaths were so numerous that it was ordered that no more military salutes over the grave of a departing soldier should be fired, because of its depressing effect upon the ill. Major Grady died on July 30; Major

O'Connor, on August 6; Colonel Bogan, who had been in command when the regiment left Framingham, was invalided home and died on August 9; Lieutenant-Colonel Donovan, who had succeeded him, was ordered home to save his life. A private gave his opinion of the whole affair when he remarked: "Those mules that jumped overboard at Siboney and swam out to sea to drown, were very, very wise. They must have known better than we did what a fearful hole this was."

The Return of the Survivors—The remnants of as physically strong a regiment as ever left Massachusetts were sent in three detachments from Cuba during the last week of August. As the disheartened troops made their way to their vessels, twenty got only as far as the water front and collapsed, being taken back to the hospital and death. On one transport, the "Allegheny," fifteen died on the way North to Montauk Point. On arrival, 175 from this same ship were placed under hospital treatment, while forty were so cared for from the other transports. Everything possible was done for the returning men, the Massachusetts Volunteer Aid Association bringing bountiful supplies. Red tape was cut, and a furlough of sixty days was given the regiment that its members might be taken to their homes or the hospitals of Boston and elsewhere in the State, to save as many as might still pull through.

On September 8, at eleven o'clock in the night, many of the citizens of Boston gathered at the Old Park Square Station to greet the returning heroes. And what a sight! Out of the 943 men, the pick of the community, who had left Framingham in May, but 342 were able to return only four months later. Haggard, worn, sick, but prettied up as well as could be at Montauk, the gathering crowd turned away their heads at the vision of such wretchedness. And the pity of it was that not one man had suffered greatly from the days of battle; not one of the dead they had left behind had been killed by the Spaniard. The "Fighting Ninth" had gone to war at the behest of its country, but its greatest battles had been against preventable diseases, and its principal losses incurred because an unready people had failed in sending them what was theirs by right.

On November 26, 1898, the Ninth was mustered out, after six months' service. The members bore with them the thanks of the general who had commanded during the Cuban campaign; the approval of the President of the United States; the appreciation of the Governor of the Commonwealth; and the gratitude of the people of the State. But one wonders what the men thought about it all.

The Sixth Regiment—The 6th Massachusetts, U. S. V., worthy successors of the famous "Old Sixth," was the first of the four infantry regiments of the State which was called to arms by the National Government.

It was on the sixth of May that the regiment went into camp at Framingham, there to await orders. There was the usual weeding out of those whom the surgeons ruled were unfit, and many who had served long and well in the National Guard, broke down and wept when told they could not go with their outfits. Like the famous "Old Sixth," this Sixth, after pleasant days in Camp Dewey (Framingham), was to pass through Baltimore. But how different was the greeting! The whole journey down was one long series of ovations, but it was not until the regiment had reached the city whose attack in '61 upon the other Sixth, had brought on the first bloodshed of the Civil War, did the full meaning of Southern patriotism burst upon the consciousness of the whole country. If there were remnants left of the old antagonism between the North and the South, they were buried under the patriotic ardor of the War with Spain. There was nothing that could be done for the Massachusetts boys that was not; the key of Baltimore was theirs. "This reception was without question the most dramatic event of the war on American soil. For it was not a mere reception and patriotic demonstration. It was the new national spirit rising Phoenix-like from the ashes of '61."

In Camp—The Sixth went on to Washington and still on to Camp Alger, where it was joined for a short while by the Ninth Massachusetts. It was at this camp that the regiment was recruited to its war requirement of 1,327 men. And it was at Camp Alger that the troops had their first taste of the rigors of war. Not that these were very great when contrasted with later events. The difficulties which the soldiery of the Spanish-American War had to overcome were the quite ordinary ones of life—food, water and clothing. In many of the camps, pure water was in insufficient supply; the lack of it pursued the Sixth all through its months in service. The shortage, and the carelessness which it bred in the drinking from any and all sources, had its aftermath in typhoid fever and death. In a land of plenty, the troops suffered from a lack of proper foods. Not that the army rations were not what they shoud be, especially when reinforced by fresh fruits and vegetables. But they were suited to the Regulars, who were accustomed to them, and protective foods were hard to get. In the haste to furnish the various canned goods used so much by the army, much meat unfit for human consumption was shipped by unscrupulous packers. The "canned horse" of the day took a very heavy toll upon the ranks of the soldiers. There are tales told of the days when the conflict was nearly over, and the Sixth was on board ship in the Caribbean waiting to be taken home, that some of the embalmed beef was fed to the sharks, with so high a mortality that the shark crop was for many years after an almost complete failure. In the matter of clothing, the Sixth was fortunate beyond the most of the regiments in not being

compelled to serve in a tropic climate in heavy winter clothing. The most casual student of the history of the war cannot fail to be impressed with the fact that the greatest enemy of our troops was not the Spaniard, nor the most deadly weapon, the Spanish gun.

Off to Cuba—It was only two months after leaving the Framingham camp when the Sixth was taken aboard the ship "Yale" at Charleston, South Carolina, en route for Cuba. This vessel was a passenger ship built to carry 500; with a few members of the 6th Illinois, it was forced to accommodate 1,500 men. The cooking arrangements for the thirteen companies was the usual ship-galley, eight by sixteen feet. The provisions were buried in the most inaccessible depths of the hold under a miscellaneous load of dunnage. It was intended to transport the troops to the area about Santiago de Cuba, a matter of three or four days; the Sixth was held on the "Yale" for eighteen days. The "Yale" did, indeed, arrive in two days off Siboney, but there was yellow fever ashore, a peril more to be feared than the Spaniards, and the regiment was held aboard the boat. While it waited, Santiago was surrendered. Half starved and thirsty, exposed to a weather which was burning hot all through the day and broken by tropical rains at night, unable to keep clean and without room for exercise, the health of the troops broke down with a rapidity which alarmed the medical corps.

Eventually the "Yale," with other transports, sailed for Porto Rico, where, at Guanica, on July 24 and 25, the regiment disembarked. It was by this time more fit to be sent to the hospital than to be sent upon a dashing campaign for the reduction of the Island.

Under General Miles—Nevertheless, General Miles called the officers of the Sixth together and gave the warning: "There was great work cut out for them; that the most honorable position was theirs, but also the post of the greatest danger. The regiment was to force a landing and hold it against every assault until reinforcements arrived, and he hoped they would go forward without flinching against everything they met." The landing, which was a surprise affair, was made in safety; but the next day the regiment ran into a Spanish ambuscade which tested its mettle. Men from Companies A, L and K, all from Boston, or the metropolitan district, were wounded, and Major C. K. Darling and Captain Edward J. Gibson were cited for "gallantry under fire." Then followed, during the rapid march, Yauco, Tallaboa, Ponce, Adjuntas, Utaido, Areciebo and other towns, and later Don Juan.

It was one of the most important campaigns of the war, and one carried out with greater military effectiveness than most. Porto Rico was subdued with minimum losses from gun-fire, there being but three killed

and forty wounded. But the losses caused by the unpreparedness of the United States for war were beyond all reason. Twenty-seven of the Sixth paid with their lives, nearly all from preventable causes. When the regiment embarked for home, from Ponce, on October 21, 1898, it could muster only 925 men. On January 21 the Sixth had completed its service. When it had left for Porto Rico, General Brooke had said: "I am sorry to see you go. I shall miss the finest regiment in Porto Rico." In his annual message after the war, Governor Wolcott paid his tribute to the Sixth, concluding with the phrase, "the regiment won a reputation for soldiery, discipline and efficiency worthy of its historic past."

The First Heavy Artillery Kept at Home—A somewhat forgotten side of the War with Spain, and one in which a famous Boston military organization played the principal rôle, was the necessity for coastal defense. A perusal of the newspapers of 1898 will reveal a good deal of matter referring to the defenseless condition of Boston from an attack from the sea. The Spanish Navy was highly rated, and the location of its fleets were constantly in doubt before one was bottled up in the harbor of Santiago de Cuba. With 4,000 miles of coast open to attack, there was reason to suppose that Boston might be one of the places where such an attack would be made. Most of the regular troops were drawn into foreign service. The fortifications of Boston Harbor were hardly of sufficient strength to be worthy of the name. Appeals were made to the National Government for aid in rebuilding and manning the forts, but were made in vain. Boston was compelled to take care of itself, and it is an interesting sidelight on the war that Massachusetts supplied half of the volunteer batteries recruited during the event. The most notable contribution of the metropolis was the famous First Heavy Artillery, an organization with a long and remarkable record dating from 1784. This regiment went into actual active service before any other unit from the State, and while its duties took it no farther away from the city than the harbor fortifications, it did what it was called upon to do as well as any other body of Massachusetts troops. Theirs was the hardship of enduring the monotony of garrison life with none of the compensating excitements and rewards of extra-State service. The First Artillery had the honor of reporting in Boston ninety-nine per cent. complete on April 26, was reviewed by the Governor, and by noon had reached its appointed station, a record equaled by no other unit in the country.

The Second Regiment—The Second Regiment, Massachusetts, U. S. V., was the smallest of the infantry regiments from the State, never being recruited to its full strength, and served for the shortest period of them all. But this same Second, in the brief six months that it was under arms, suffered the greatest proportional losses of the six regiments representing

the Commonwealth. More than ten per cent. of those who left Boston for the Cuban front lost their lives; at its best the Second numbered 943, its dead numbered ninety-eight. It was among the first to enter the Framingham Camp, May 3; before the end of the month it was in camp in Florida, and in little more than a month after its first inspection in Massachusetts it was on the water for Santiago de Cuba.

The days in Framingham were like those of the other units, days of reviews, the securing and inspection of equipment, medical examinations which led to the discarding of many, and then the grand review by Governor Roger Wolcott, and entrainment for points South. The original plan was to embark at Newport, Rhode Island, from thence to go to New York City, where transports were awaiting the regiment. As it turned out, the trip to New York was by railroad, and after being loaded on the transports which lay in New York Harbor, they were taken off and sent down to Lakeland, Florida, by rail. Many of the men still have pleasant recollections of the brief stay in "Camp Massachusetts," which name they gave to the pine knoll between the two Lakeland lakes; but the memories of Ybor City, just outside Tampa, are not quite so pleasant.

The Springfield Rifle and Black Powder—On June 8 Florida was left behind. Cooped up on the vessels provided by the government for their transportation to Cuba, the regiment sweltered and cursed as they lay for days off the Cuban coast until landed on June 22 at Baiquiri. The battles for Santiago were on at this time, and the Second was marched to Siboney. The famous "Rough Riders" passed by their camp, and the sound of firing could be heard, but nothing as yet could be seen of the actual warfare. It was a case of stand by and wonder what would come next. The men had not long to wait, for they were soon on their way to El Caney and their first fight. In a battle that lasted from 7:00 a. m. to 5:00 in the evening, the Second had its share. The regiment had the misfortune to be armed with the antiquated Springfield rifle, and compelled to burn black powder with its attendant smoke. With every volley, their position was outlined to the Spaniard, who paid them the closest attention every time the smoke showed where to shoot. For the safety of other troops, who were endangered by the fire brought upon the Second, it was sent to a flank position, which while it may have helped others, did not benefit the troop. Many were wounded; had the Spanish been any sort of marksmen, the regiment would either have been withdrawn or annihilated. The Second was under San Juan Hill the day of its capture, and under fire the most of the time. That night the regiment had its first cooked meal in forty-eight hours.

Before and After Santiago—Meanwhile a heavy cannonading came to their ears from somewhere off shore, but they did not dream that Cervera's

fleet had run out of the Santiago Harbor and had been completely destroyed. While those at home were celebrating this event, the Second was digging trenches in the broiling sun or the tropical rain. From July 4 to July 10, it was dig, dig, dig with knife, tinned meat cans, bayonets and fingers, trenches that as soon as they were completed were occupied by some other set of troops. On July 14, Santiago surrendered with its 20,000 soldiers. There were no more dangers from shot and shell, no more days of hard labor. Fraternizing with the soldiers of the enemy and with the Cubans was the order of the day, not realizing that they were fraternizing with the Yellow Jack and other diseases. Then, with the excitement of warfare gone, depression took hold on the Second. Discipline relaxed, the men grew careless, many became ill, malaria being one of the principal diseases. The Red Cross ship "Texas" arrived and gave hospital supplies and relief to the stricken soldiers. But it was too late; irreparable damage had been done.

On the Way Home—On August 10, orders were given to move the regiment aboard transports at Santiago. By the thirteenth of the month, it was on its way to Montauk Point, Long Island, where the disembarkation occurred on August 19. When the Second set out for Cuba from Tampa it numbered more than 900 strong. When it was put ashore at Montauk, it was but 300 weak. The boys were not detained for long at this port for they were in such ill condition that it was thought wise to send them home, where they might be assured the best of treatment among friends and relatives. A furlough was issued to the whole regiment. On November 3, it was mustered out of service. Only six months had elapsed since the Second had entered the National service. In that time two-thirds of the regiment had been on the casualty list, mainly from disease, and more than one out of every ten had made the final sacrifice for his country.

The Eighth Regiment—The Eighth Regiment has a history not unlike too many of the regiments of the Spanish War, in that it is the story of a body of men eager to get to the front, and never succeeding until too late for active participation in battle. Although one of the first of the volunteer regiments to get into camp, because of delays and constant shifts of camps, it spent most of its time of service in the States. It did see foreign service, however, which had its compensations, since so many of the National Guard troops never came within sight of salt water. The record of the 8th Massachusetts is long and honorable, and the months it lay in Matanzas, Cuba, marked the first foreign service of the regiment. The Eighth was an Essex regiment, but many of its individual members were from the metropolitan district of Boston. It was a part of the Third Division of the First Army Corps which was crowded into the fever

infested Chickamauga Camp in Georgia. Much is written of the heroism of the soldier, who in the excitement of battle, fights his way through to victory, but what of the heroism of the man, who without the inspiration of gun-fire, keeps his morale and falters not in his duty when beset by discomfort and disease and the creeping death? Should not the honors go to the men who day by day saw their comrades struck down by the epidemic typhoid, quietly bore the strain, and fought back with the few weapons in their possession? There continued with the Eighth an *ésprit de corps*, a high sense of duty, and efficiency in service, in the face of death as imminent as on San Juan Hill, which won it the approval of every division commander and the plaudits of the government.

In Many Camps—From the nineteenth of May until latter part of August of 1898, the 8th was at Camp Thomas, Chickamauga, suffering from a lack of almost everything that they should have had. Six to eight men were compelled to occupy tents, many of which were not fit for the use of one. The water was polluted; food neither sufficient nor of the right sort; and there was a constant stream of men going to the already over-burdened hospitals. When the division left the camp on August 21, there were twenty-nine officers and 1,237 enlisted men on the sick report, out of 337 officers and 9,464 men present; or in other words, one officer out of every twelve and one man out of eight. Yet the Eighth not only maintained discipline, but was one of the most active factors in the reduction of the conditions which led to such an epidemic of disease. Meanwhile preparations for active battle front service did not lag. On July 26, the team from the regiment won first place in the rifle competition of the Third Division.

Typhoid was spreading with such rapidity, that in August, the Eighth was moved to Lexington, Kentucky, where under better conditions, a fairly successful warfare was waged against disease. A month of recuperation brought health to the regiment, and military training could be carried on with some degree of efficiency. The regiment was cited in one of the government reports of the time as "the only regiment in the Park which had complied with the sanitary regulations." And at another period for its "military proficiency." As a part of the Second Brigade, Second Division, of the First Army Corps, the Eighth was sent to Americus, Georgia, on November 12. On January 6, it entrained for Savannah, Georgia, from whence a few days later it embarked for Cuba.

At Matanzas—The war was all but over when the troops entered the shallow bay before Mantanzas. As the regiment was landing, the last of 15,000 Spanish soldiers were leaving. The soldiers of the insurgents were flocking to the city, and it was feared that there might be hostile demonstrations against the Spanish residents of the place. It was to

prevent this—to act as police—that the American troops had been sent to occupy the Island. The Eighth was not only a police, but a sanitary corps, a set of diplomats, and general housekeepers for Matanzas, a place which was still suffering from the effects of the reconcentration practices of General Weyler. Yellow fever was rife, there were 19,373 indigent poor in the city who had to be cared for, and there were rival local factions which might break out fighting at any moment. There was a labor strike, the first of its kind ever to trouble the city, one fomented by delegates from the United States. Two companies of the Eighth settled the strike. On January 20, the celebration of the evacuation of Cuba was begun, and on February 22 another fiesta was held in honor of General Maximo Gomez. These were times of danger to the peace of the city, but without disturbing the festivities, the troops managed to preserve peace. The soldiers cleaned and disinfected Matanzas, established a system of sanitation which made it the "cleanest city in Cuba." All these seem but minor achievements, but were not; the victories of peace are as great as those of war. When the regiment left Matanzas on April 3, to be mustered out after having served under arms longer than any other Massachusetts unit, it departed with the friendship of the Cubans waving them a sad "Good-bye." One of the documents of the day is a proclamation by Alfred O. Carnot, mayor of the city, issued by the Municipal Council "To the Eighth Regiment of Massachusetts." To quote its opening paragraph: "The brief period which you have spent among us has been sufficient to enable us to appreciate your patriotism, your great virtues, your self-sacrifice and generosity. An indelible token of the eternal gratitude and admiration you leave stamped upon our hearts. You are worthy sons of George Washington. . . . . Believe, therefore, and be assured that you leave friends here, brethren whose gratitude will ever cause them to love and bless you. Farewell!"

The Massachusetts Volunteer Aid Association—As always, the citizens at home were unwilling to stand aside and leave all the burden of war on the shoulders of the boys who had gone so readily at the call of the Nation. On May 3, 1898, at the call of Governor Wolcott, a number of public-spirited gentlemen organized the Massachusetts Volunteer Aid Association, a precursor of the Committee of Public Safety of the World War. Eben S. Draper was chosen chairman; Major H. L. Higginson, treasurer; Elihu B. Hayes, secretary; and as the executive committee, Henry L. Higginson, George von L. Meyer, Patrick A. Collins, Elihu B. Hayes, James Phillips, Jr., Arnold A. Rand, Charles J. Paine, Robert M. Burnett, T. Jefferson Coolidge, Jr., and Sherman Hoar. Since the government had only two hospital ships, and so many men were breaking down with disease that transportation for these could not be provided by

the two small vessels, it was determined by the Aid Association that it would be advisable to purchase another hospital ship. The money required to secure such a ship was raised by public subscription, and it is to the lasting glory of the State that $230,000 was subscribed within a very brief period.

A "fruit" steamer, the "Bowden," was bought in June and refitted for hospital use and renamed the "Bay State," all within seven weeks. The "Bay State" was but 200 feet long with a beam of 27 feet, but had been well tested in tropical service, and when finished was the most completely equipped hospital ship of her time. Everything was arranged on her according to the best knowledge of medicine and comfort. The medical staff was composed of volunteers, consisting of the surgeon superintendent, Herbert L. Burrell; first surgeon, Dr. E. A. Crockett; second surgeon, Dr. J. T. Bottomley; first assistant surgeon, C. L. Spaulding; purser, W. H. Seabury. Nurses: Janet Anderson, Muriel G. Galt, Anna M. Blair, Sadie Parons and Sarah Frazer. All are names held in grateful remembrance by the men who came under their ministrations.

The "Bay State"—The "Bay State" made three trips to the West Indies; the first to Cuba, carrying supplies and bringing home ninety-eight men of the 9th Massachusetts and 2d U. S. Volunteers. The second was to Porto Rico, from whence she returned with 100 men, the most of whom were members of the 6th Massachusetts Volunteers. The last voyage was to Arecibo and Ponce, in Porto Rico, when she brought home 136 men, nearly all of whom were Massachusetts volunteers. Such is the very brief story of the "Bay State," an account which hardly hints of the part it played in filling a very great need and doing it promptly and well. The whole work was an example of what volunteers could do, whether they be philanthropists or scrub-boys, for not only was the whole affair planned and carried out with remarkable dispatch, but the actual work on the "Bay State" was done by volunteers "from medical staff to dish-washers." At the Tavern Club dinner, in honor of all who served in connection with this hospital ship, Robert Grant responded to the toast of "The Ladies" with verses which probably expressed the feeling of the numerous Massachusetts boys who were fortunate enough to be returned home on this mercy vessel. The first and last verses of the toast read:

> You ask me to speak on behalf of the ladies
> Who shone in our bout with the cohorts of Cadiz;
> You ask me to speak on behalf of the nurses,—
> And with your permission I'll do it in verses.
>
> . . . . . .
>
> Wherever there's room for sweet patience and care,
> For love that complains not, and courage to bear
> The stress of life's battles—albeit to tread
> A hospital ship in the wake of the dead.

Humanity calls and undaunted she stands.
There is sweat on her brow, there is blood on her hands.
Ho! dames with traditions, does this give you pain?
Take heed and remember the navies of Spain.

The Ladies, God bless them! Long life to the toast!
A health to the nurses who served at their post,
In a hospital ship on a hurricane sea
For the aid of their country, for you and for me.

—Robert Grant.

The "Bay State" was but a part of the larger program of the Volunteer Aid Association, its work reaching out into all parts of the country where there were soldiers from Massachusetts. The National War Department was busy looking after the bare requirements of the troops in the various camps; what this department left undone, the Volunteer Association tried to do. Supplies were sent not only by the "Bay State" to Cuba and Porto Rico, but were carried by the association into every camp within the States. The sick and the well were aided in getting into communication with the anxious folks at home. If a Massachusetts man was sent to a hospital, this fact was not only known but an individual watch was kept over him, and news of his condition sent to the ones most interested. Returned soldiers were received with a word of welcome and assisted in every way possible. Many were half sick, penniless and without work. The more needy ones were provided with a temporary home, or provided with work if able.

Just as in the late war, Boston was in the lead in forming relief and was followed by other war organizations which became the pattern for like work elsewhere, so the Volunteer Association was the first of its kind and the model after which like associations were formed in other states. Not until April 20, 1899, was it possible for the association to feel that its work was done and the organization disbanded.

The complete military record of Massachusetts in the Spanish-American War may be tabulated as follows:

Volunteer Regiments.	Term of Service.	No. of Men.	Deaths.
First Regiment, H. A., Mass. U. S. V.	7 months	749	0
Second Regiment, Infantry, Mass. U. S. V.	6 "	843	98
Fifth Regiment, Infantry, Mass. U. S. V.	9 "	1315	12
Sixth Regiment, Infantry, Mass. U. S. V.	8 "	1327	26
Eighth Regiment, Infantry, Mass U. S. V.	11 "	1327	31
Ninth Regiment, Infantry, Mass. U. S. V.	7 "	947	123
Tenth U. S. V. Signal Corps	.....	68	..
Massachusetts Naval Brigade	.....	414	..
Tenth U. S. V. Signal Corps	.....	68	..
Enlistment in the U. S. Army	.....	2752	..
" " " " " Navy	.....	1438	..
" " " " " Marines	.....	400	..
" " " " " Engineers	.....	165	..

SOUTH BOSTON, BOSTON PROPER IN BACKGROUND

CHAPTER XIV.

PART II.

THE WORLD WAR.

Twelve years have passed since America entered upon the greatest of its wars. As usual the country became engaged in the conflict before it was ready to fight—almost before it knew it was on the verge of war. Two years and a half of the most awful strife that the world had ever seen, while it had aroused our interest and sympathies, had, as yet, failed to convince the average citizen that we inevitably not only must lend a hand but would be compelled to devote every energy to the ending of that strife. And this not from large-hearted humanitarian motives, but for self-protection. It was realized that a great fire was sweeping through the nations of Europe, leaving the most complete destruction in its wake. But that it could destroy our house was thought to be impossible. We were too rich and strong, too isolated, had too much common sense to be drawn into a free-for-all melee, or to be made to suffer later for having failed to do so. No country would ever dare to attack us. True we had been having a lot of trouble with the belligerents. They were constantly treading on our toes; both England and Germany seemed inclined to disregard our flag upon the seas; commerce had suffered; American citizens had been slain. But it was felt that no country really intended to offend us, and that once we could get the ears of those who had injured us unwittingly, they would immediately listen to reason, apologize, and make amends. President Wilson had been sending notes abroad which, it was believed, or hoped, would straighten out our tangled international affairs and leave us free to become the unbiased arbitrator in the peace negotiations which would follow the cessation of hostilities. Meanwhile, we read the papers, argued belligerently, worked as we had not for years to create and send abroad the "sinews of war," and reëlected a President because he had "kept us out of war." When through a kaleidoscopic series of events it was suddenly borne in upon the Nation that no longer could America refrain from taking a hand, that no longer could neutrality be preserved in such a cataclysm as had overtaken the world, that our interests, culture, and humanity were inextricably intertangled with those of Europe; amazed that such a thing could be, practically unprepared even after years—the United States determined to intervene and war was declared.

Sources of Information—How our country underwent a transformation in thought and polity from aloofness and strict neutrality and fan-

cied security, to belligerency and juncture with the Allies in April, 1917, is too long a story to be told here, even if such a thing could be done with any degree of accuracy. It is too near the period to tell much about it. One might just as well try to describe a gigantic panorama after taking a glance at it from a distance of six inches. A century or so from now a history of the World War with the proper perspective may be written. Until then all that can be done is to tell about that which catches the attention, and leave it to the historian of another age to indicate what it was all about and what it meant in the development of the world's affairs in the large. Much of this has been, and is being, done by capable, brilliant men, many of whom have been factors in the events they relate; the shelves of the libraries are accumulating long rows of valuable books adding their dole to the store of knowledge concerning the great war. Much cannot yet be told, particularly that which has to to with the history of a locality's activities, because the facts are still buried under a mass of unpublished detail in the archives of the State and country. Particularly is this true of the story of Massachusetts and the part she played at home and abroad. Even the National Government, after nearly a decade, is still revising figures, issuing corrected material, and making corrections in publications. Even in the matter of the number of casualties suffered by the American armies in battle, changes in the totals were made public as late as January, 1927. All this is by the way, for we have to do with such items as concerns Boston—the few that can be unearthed; but even in this, now and perhaps always, the story of Boston cannot be separated from that of the State, for civil divisions were forgotten in the larger events of the war, and Boston, as the capital of the Commonwealth, saw and did a great deal of that which was in no wise local.

Conditions Preceding the War—It will do little harm to recall some of the events leading up to the entrance of America into the European war, or to refresh our memories with the mention of the ideas, acts and events which marked our participation in it. The United States was having troubles of her own in 1914, and not inclined to pay any attention to so small an affair as the assassination of an Austrian Archduke by members of the "Black Hand." Our government had a near-war with Mexico on its hands which it was muddling rather badly. Boston, like a thousand other places, was quite displeased with the manner in which the army authorities were taking its young men from their work and stringing them along the Mexican border as observers of a squabble in which they were not allowed to take an honorable part. The National Guard of Massachusetts was becoming disrupted, an ill preparation for warfare on a larger scale. Then, there were controversies with European

countries over their Caribbean interests, and our diplomats were unpopular abroad. Internally there were many difficulties, for a new President had been elected and a party which had been for a long time out of power was trying to put through legislation with the balance of power in the hands of insurgents.

Absorbed in its various tasks, the United States failed to realize that the murder of Franz Ferdinand, in obscure Bosnia, was to be the signal for the greatest conflict the world had ever experienced. Within five days, six of the largest European nations were at war. On August 4, President Wilson issued the usual proclamation of neutrality. Two weeks later, he urged that the people be "neutral in fact as well as in name" because our Nation was made up of folk drawn from the countries at war, and hence would have divided sympathies and interests; and because he wanted the United States to stay so completely out of any controversy that it would be able "to do what is honest and disinterested and truly serviceable for the peace of the world." This proved impossible for our racial diversities made it so; it was humanly impossible not to take sides. Both belligerents started propaganda on a large scale, some of which was of such a character and so directly connected with the embassies as to require the recall of some of the agents, and even of an ambassador. Self-interest was soon engaged. The war created a great demand for American goods; all the belligerents stood in need of food, munitions and war materials and turned to this country to get them. The Teutons, being quickly put at a disadvantage upon the sea, were the first offended by our foreign trade because they could make no use of it, and through her diplomats complained. Our relations with the Allies did not remain pleasant, for they wanted a complete monopoly of everything we exported, and proceeded to interfere with our shipping when it was directed to any other ports than their own. The United States was beginning to be embroiled against its desires or intentions; neutrality was making a host of enemies.

The Difficulties of Neutrality—Within the country were rising conditions almost as serious. The Teuton and Entente propagandas were bringing results, that of the Entente being more effective because it was more adroit and more in keeping with the average citizen's ideas. By all parties concerned, it was being carried too far, and however great might be the differences between citizens of America, they resented outside interference with internal affairs. In Boston, for example, there were many of German origin and they were held in high esteem; there were many Canadians who were strongly pro-British; Ireland had furnished much of the blood which flowed in the veins of Bostonians, and the Irish were apt to be anti-English and anti-German; the great

majority wanted nothing better than to be left alone in their daily occupations. All resented interference with business, industries or personal safety, and when there were unexplained breakages of machinery, explosions which wrecked the activities of factories, threatened disruptions of rail traffic, with dangers to life and limb, Boston began to forget the diversity of the races in the city, and proceeded to protect herself. The National Guard was called out to watch the railroad bridges; soldiers guarded factories, and the citizens united as a committee of the whole for secret service which, while it led to many ludicrous mistakes, did much to unify the sentiments of the people, and hold in restraint the elements which threatened a destruction of more than neutrality. Not that Boston was ever neutral; it never has been in all its history. Industrially, as in the Civil War, it was not to its advantage to have a break in our relations with any of the belligerents. But just as in the war with the South, the city rose above the consideration of worldly advantages when convinced that right demanded that it should. Boston's bankers had shared in the loans made to the Allied governments; some were acting as purchasing agents. Some of the city's manufacturers were engaged in the making of war material or of supplies which were sold abroad. And as a cultural center, many Boston citizens had a profound admiration for Teutonic literature, research, and the men responsible for it. All in all, there were many reasons, economical and sentimental, for a continuance of neutrality. But the city gradually began to realize that the war abroad was America's war, and that this country must give up its cherished isolation from foreign affairs, and take sides with that which was right rather than hold to that which was pleasant and profitable.

Woodrow Wilson's election was rightly interpreted as indicating that the people of the United States desired to keep out of war; that they preferred to have this country act as mediator rather than a belligerent. The lack of support given the President at the polls in New England and Boston indicated clearly the absence of any liking in this section for the pacific foreign policy of Mr. Wilson.

Germany Issues Her Challenge to America—Germany was herself responsible for the suddenness and ease with which the people of the United States changed their minds and came out whole-heartedly on the side of the Allies. The President had been carrying on a prolonged series of negotiations with the German government over the sinking of American vessels with the loss of American lives, and without satisfactory results. The second half of 1916 had been favorable to Germany on its war fronts. Rumania had collapsed; Russia was faltering (the revolution broke out early in the next year); the Italians had proven unable

to hold their own, a tremendous British offensive had failed; France was in poor shape to make an effective thrust; and war-weariness was spreading throughout all the Entente countries. The Teutons felt encouraged to make what would be the final campaign which would give them the mastery of Europe. This time a drive was to be made at Germany's arch-enemy, the "brain and sinew of the hostile coalition," Great Britain; "she would challenge the mistress of the seas ruthlessly by a campaign of unrestricted submarine warfare."

On January 31, 1917, President Wilson received a German note, announcing that from February 1 all sea traffic within certain zones about Great Britain, France and Italy, "without further notice, will be prevented by all weapons," which meant that the German submarines proposed to sink anything they saw within these areas, whether neutral or belligerent. The United States was kindly permitted to send unmolested one steamship a week to a single port in England (Falmouth) if the said vessel traveled only along the lane chosen by the Germans, should arrive only on Sunday, and depart on Wednesday; had its sides painted with large gaudy red stripes; fly a handsome checker-board flag, also designed by the Germans; and carry a certificate from the United States Government that the ship carried no contraband (almost everything was contraband by this time). The note hit the American sense of humor on its ironical side, but stirred even more a wrath which was difficult to restrain. The President promptly broke off relations with Germany, but determined to remain neutral until that country should commit "overt acts" which he hoped might not take place. On March 16-17 three American-owned and American manned ships, the "Vigilancia," "City of Memphis," and "Illinois," were sunk by German submarines.

A "State of War" Declared—Wilson called Congress together in a special session on April 2d and "urged it to accept the state of war which the action of Germany had thrust upon the United States." The response of Congress was prompt and nearly unanimous; and on April 6, the President issued the proclamation of war. His position was strong, for he had waited long and hopefully for a way out. Time had been given to the more pacific states to realize the futility of neutrality; all sections were united as the nation had never been before. Mr. Wilson disclaimed any desire on the part of our country for conquest or dominion. "We fight for democracy . . . . for the rights and liberties of small peoples. . . . The world must be made safe for democracy." As ever, the United States was embarked upon a war unprepared, without an army, and this time against foes three thousand miles away. It was

upon these facts and known conditions that Germany based its expectation of bringing the submarine war to a successful conclusion before America could give effective aid to the Allies. It was not believed possible for this country in less than a year, to raise, train, equip, and transport to Europe, an army large enough to seriously affect the fortunes of war. Germany said: "America is money mad and cannot fight."

The Race Between the United States and the Submarine—Upon the entry of the United States into the war, there began a contest the like of which had never been seen,—nothing more than a race between America to send re-inforcements to the failing Allies before the German submarines eliminated England from the war, and the Teuton armies over-ran Europe as victors. America must not only prepare for war, but wage it while making its preparations. Russia collapsed, releasing a horde of soldiers for use on the western front; Italy made a disastrous retreat; the Allies were about exhausted. Could the United States help efficiently before it was too late?—that was the question which all the world asked. The Germans said "No"; the Allies were inclined to believe this was the answer. The United States prepared on the theory "that modern warfare demands all the efforts of all the people, both military and civilian; and that the judgment of experts was to be followed as far as possible, thus avoiding the worst mistakes of the Civil War and the War with Spain." The army act of May 18, 1917, was based on these principles. It provided for a regular army of 237,000; the taking into federal service of the State militia units; and the drafting of an army of 1,000,000. In June, 10,000,000 men between the ages of twenty-one to thirty, registered. By a lottery system, 1,374,000 names were drawn, and the men thus indicated were examined for fitness for military service, and by September the first, contingents were entering the camps, sixteen in number, being built to receive them; a like number of cantonments were in the course of erection for the "National Army" or conscripted troops. The civilian population was, meanwhile, being organized in a hundred forms to give aid in every way conceivable.

The A. E. F.—Preparation was not enough. The Allies were "bleeding to death; Germany was winning; the morale of the French was running out like water through a sieve." Men must be sent to their aid at once or all was lost. It was urged that a few must cross the water immediately, if only to hearten those who were bearing the brunt of the fight. Before we were ready, therefore, General John J. Pershing, and the American Expeditionary Force—the "A. E. F."—was sent overseas. On May 28, 1917, General Pershing set sail. In June a division of the regular army embarked, to be followed almost immediately by the

Yankee Division, "New England's Own." And be it not forgotten, the YD was the first complete division to arrive overseas. General Pershing cabled on July 6, that plans must be made to send at least 1,000,000 men across before May, 1918. To create a force of a million soldiers, and to send them three thousand miles over a submarine infested sea in ten months seemed an impossible task. How well this was accomplished, the whole world knows; all in all, two million men were sent abroad within fifteen months. The first American troops reached France on June 25. The first American shots from European trenches were fired on October 27, and the first trench fighting of Americans occurred a week later. By December, 1917, a quarter of a million American troops had been landed in France; and in January, 1918, the War Department let it be known that soldiers from the United States were occupying front-line trenches "in a certain sector." So much for the immediate reply of our country to the call for aid by the army.

The Navy—The navy was in a better position to be of immediate use. Rear Admiral W. S. Sims was already in England, and within a few days after our declaration of war, made plans for naval participation in the efforts being made to overcome the submarine danger. Six destroyers arrived at Queenstown, Ireland, on May 4, under Commander Taussig. The tale is told that when the flotilla arrived, the commander was asked: "When will you be ready to go to sea?" "We are ready now, sir," was the prompt reply, "that is, as soon as we finish refueling." Before the end of the war, 5,000 officers and 70,000 enlisted men were serving in our navy abroad. The total personnel of the navy expanded during the war period from 4,800 officers and 102,000 men to 20,600 officers and 330,000 men. A great fleet was also accumulated. By the first anniversary of our entrance into the war, the United States had put into commission 1,275 vessels of all sorts; and before the end the number of vessels had risen to 2,003, and the personnel to 497,000. A bridge was maintained between the United States and Europe over which passed in almost complete safety 2,000,000 soldiers, about half of whom were transported in English ships, but guarded by American cruisers and destroyers. The immense number of cargoes of supplies were carried for the most part in American bottoms, which made up a huge fleet, and involving the use of 5,000 officers and 20,000 enlisted men. These quoted figures touch but the hem of the naval program.

The Civilians—The civilians' share in the preparations for, and the successful carrying on of America's part in the World War was a tremendously important one and involved an unprecedented number of the citizens. As said Secretary Baker, "This isn't a one man's war, or several

men's war, or an army's war, but it is a war of all the people of the United States." Every one was involved, even the children had to bear their burden. Enormous amounts of food had to be raised; unimagined amounts of supplies of all sorts had to be manufactured; and all had to be accumulated, distributed and the bulk of it sent across three thousand miles of water. Pershing contemplated having 100 divisions in France by 1919; and this would require auxiliaries of possibly 8,000,000 men in America to sustain and supply this great combat force. That the war ended earlier than was expected, did not change the fact that until it did, all plans had been made and were being carried out on the basis of an army and navy, at home and abroad, of between four and five million men.

Organizing For War—Various organizations were instituted for the furtherance of the enlarged program. The Council of National Defense had been created on August 29, 1916. Soon after the entrance into war, much of the work of the Council was given over to six other war agencies. The first was the War Industries Board, July 8, 1917, whose task it was to bring together the industries of the United States so that the materials for the war might be produced in sufficient quantities. The United States Shipping Board was established in September, 1916, to construct, lease or buy vessels, and to operate them. Before the end, the Board had taken over complete control of the overseas shipping. The Emergency Fleet Corporation was formed to find and operate ships. As early as December 1, 1917, it was supervising the construction of 1,118 vessels; it trained officers and sailors, enlarged port facilities, and requisitioned ships. The diminishing food supplies of the world demanded the closest of attention that they should not fail. Herbert C. Hoover was made chief of the Food Administration, and it will be many years before his skill in the utilization of all food supplies to the best advantage, will be forgotten. This body established the Grain Corporation, the Fuel Administration and other organizations in the furtherance of its work. On October 12, 1917, the War Trade Board was set up to control exports, imports and trading with the enemy. Then there was the Railroads' War Board for the purpose of supplying the greatest amount of transportation possible. When it failed of its purpose, on December 26, 1917, the President took possession of the railroad systems of the country, and appointed William G. McAdoo as Director General. There were also the National War Labor Board, the National Labor Policies Board, and many others. America's capacity for organization was tried and tested, and did not fail even in the face of unprecedented difficulties.

War Financing—The story of the financial side of the war has never been told, and never can be in its entirety, for it involves so much, has

so many phases, that only a bit here and there have come to light. "The direct money cost from April, 1917, to April, 1919, was estimated by the War Department at $21,850,000,000, an overage of over a million dollars an hour, and an amount sufficient to have carried on the Revolutionary War for a thousand years." In addition, loans were extended to the Allies at the rate of nearly "half a million dollars an hour." These huge amounts were raised in part by increased taxes; the income tax for example, or the levies made on the profits of corporations, or amusement and luxury taxes, and higher postal rates. The sale of War Savings Stamps helped some, but these helped to encourage thrift more than they aided the government. Most of the vast sums expended were raised by loans,—five Liberty Loans being the principal source. The first of these called for two billions of dollars; the fourth for six billions. There were four and a half million subscribers to the first loan; for the fourth, 21,000,000 people subscribed. How the enormous amounts were raised is still a puzzle to the folk of this generation.

The A. E. F. to the Fore—How the activities of the civilian population made possible the modernization of America's military machine, and sent abroad a force which was the deciding factor in ending the war victoriously, is too lengthy for relation. Nor shall there be an attempt to tell the story of the military operations of the A. E. F. The Germans made their last great thrust on the Champagne front on July 15, 1918. The American Army was almost ready, and parts of it were used in the counter attack near Soissons, which was the turning point of the war. Henceforth the Teutons were to be slowly driven from their positions; and more and more were American divisions to fight in the front lines. The St. Mihiel Salient had been held by the enemy since 1914. The first united effort of the A. E. F. was the complete reduction of this salient in little more than twenty-four hours. By the afternoon of September 13, the ground had been taken, 16,000 prisoners had been captured with 443 guns and valuable military stores. Four hundred and thirty thousand Americans had been engaged. "An American army was an accomplished fact, and the enemy had felt its power."

Then came the attempt to drive the Germans out of the Meuse-Argonne sector. This like St. Mihiel had been in the hands of the enemy since the early days of the war. It was fortified elaborately for a depth of thirteen miles, and supposedly was impregnable. By September 26, the Meuse-Argonne offensive was begun. The A. E. F. had now about 1,200,000 soldiers available for the drive; 2,700 guns, 189 tanks, and 821 airplanes were ready for support. "The ensuing action lasted almost continuously from September 26, to November 11, and was less a battle

than a tremendous war concentrated into seven weeks of furious combat." The forces engaged and the ammunition used by the Americans in these seven weeks was more than the total used by the Union forces in the entire Civil War.

Early in November, the German front had been broken throughout all its length. By the seventh, the enemy in front of the Americans had been driven back thirty miles and faced disaster. On November 11, the Armistice was announced by Foch, and the Germans had signed an agreement which completely wiped it from the map as a military or naval power. Later came the Peace of Versailles, which is quite a different story, one to which "finis" has still to be written. "Upon the signing of the Armistice," said Secretary Baker, "it was necessary to throw into reverse the machinery which was at that time working at a maximum capacity in pushing troops to France."

Boston and the World War—In the consideration of the national and international aspects of the World War, the activities of any specific kind played by any given section of the United States in this great drama is apt to be lost in the background. Never were the people more united in singleness of effort than through those memorable days. Never were geographical lines so forgotten, sectional differences forgotten, or the provincial seeking for prestige and place so thrust out of sight. It was "All for one, and one for all." If certain persons stood out above the crowd, it was not because they came from some certain places, but because they could do better than others the work that was theirs to do. Likewise, if a State or city made so notable a record as to stand out against the vague background of the war, it was because that place had a natural fitness for special purposes, or accomplished more, or strove with greater vigor. Massachusetts, as an industrial Commonwealth had more demanded of her than many another State. Boston as the center of industry in New England, came to the fore even before hostilities broke out. As a port, the one nearest the seat of war, it eventually became one of the principal shipping headquarters. With a natural bent for organization, before other cities had worked out methods of coöperation, Boston had established committees which were the models upon which other places patterned their commissions; even the National Government accepted some of the forms originating in Boston. The record of the city in all the manifold activities of the World War is one of which it is justly proud, one which compares favorably with that of any other community of its size in the country. As the capital of Massachusetts, much of its war work was carried on as a part of the State, rather than as a city, and cannot be separated from that of the larger division.

The industrial side of Boston's war contributions is indicated in another chapter. The total must be guessed at, for besides the known immense turnout of its factories during the war period, many of the leaders were called to other parts of the country to direct production, and thousands of the skilled artisans, of which the city is a reservoir, were employed under government supervision all over America and abroad. A book might be written about the industrial activities of Boston citizens in France. Railroads were built, factories constructed and operated; the French stared amazed at American methods under the direction of men, whom one writer insists came for the most part from New England, particularly from Boston. It was a citizen of the metropolis who suggested, planned and directed the reclamation and repair of shoes. The importance of this by-path industry can be appreciated when one stops to realize that at home and abroad, about 4,000,000 soldiers had to be kept shod. The life of a shoe on the foot of a man in the trenches, was a matter of days rather than of weeks. Lieutenant John Bolton, one of her sons, also did well in reducing the burden upon American factories and shipping when he started the repair of the partly worn footgear. Boston did remarkably well in increasing its output of footwear; it was one of her largest industrial contributions to the support of the war.

As will be shown later, Boston was foremost in its preparations for war, beginning even before the formal break in diplomatic relations with Germany. Industrially, the city was ready, although not for the demands later made upon it in the face of all manner of restrictions laid upon its factories. One cannot forget the fuelless, lightless days required by the Fuel Administration; or the constant inroads made upon the workers by the workings of the draft. But in face of difficulties innumerable, the metropolis poured out its flood of manufactures; prosperity of a sort returned. The harbor was full of craft waiting for the loads, many of which were painted in strange colors and shapes. A wire net was placed across the channels; the harbor as a whole was mined. New factories were built, new storehouses constructed, new docks erected or old ones improved. It was not until late in the war that the advantages of the harbor were realized sufficiently to arouse the Government to creating the Army Supply Base in South Boston, and to erect upon it the largest building in New England at a cost of $75,000,000. Military preparations went on effectively. The National Guard units were brought to required strength, recruits for the Regular Army and for the Navy were secured in numbers, and plans were under way for the establishment of a Home or "State Guard."

The First Registration—In other words, Boston was progressing well in the first stages of its getting ready for war, but hardly had realized what war meant. The most of the people went about their daily occupations much as they had for years. To be sure they planted war gardens, wore tiny flags to show their patriotism and placed Red Cross buttons in their coats. They bought Liberty Bonds, for a loan had been negotiated; they attended parades, and cheered the recruiting. Yet the "War" was mainly what one read of it in the papers,—large maps were pinned on the wall and with little pins we marked the advance or retreat of our allies. It was quite thrilling to know that Pershing had arrived in England, that the 26th had reached France; that Germany was making ready for the "Final Offensive." Boston thought she was at war, but the realization of it did not come until the Government reached out its long arm on June 5, 1917, and gripped 76,000 Boston men between the ages of 21 to 30 by way of registration preceding conscription. Boston now knew she was in the "War" and it was seldom during the next sixteen months that she was able to forget it. It was truly a remarkable event, this quiet registration of so many of Boston's best. It brought home to the hearts of all the stark aspects of the conflict.

Loans and Gifts—Turning to the financial side of the war, Boston was to learn that it could lend more money to the Government, give greater sums to the various kinds of war work than it realized it had. To summarize, the city was called upon to subscribe to five immense loans. The answer which it made is compressed in the following table: First Liberty Loan, quota desired, $94,030,000; amount subscribed, $133,790,350. Second Liberty Loan, quota, $68,396,000; subscribed, $147,259,650. Third Liberty Loan, quota, $63,825,000; subscribed, $77,-202,500. Fourth Liberty Loan, quota, $128,470,000; subscribed, $139,-008,150. When later the war was over, and human interest was cooling from the glow which had made sacrifice easy, the Government asked for a Victory Loan, of which Boston's share was $96,650,000. Despite all forebodings, Boston again went over the top with an oversubscription. Meanwhile in the first and second "Drives" of the Red Cross, Greater Boston and the State had gone down in its pockets for $13,400,000, and $14,000,000 respectively; and long after the Armistice had rallied to the support of the Society with the largest membership ever given it. The last great gift was that made to the seven war organizations in the November 11 to November 18, 1918, campaign. The organizations were the Young Men's Christian Association, the Young Women's Christian Association, the National Catholic War Council (K. of C.), the Jewish Welfare Board, the American Library Association. the War Camp Com-

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munity Service and the Salvation Army. The largest gift ever made in the history of the world was that made to these war workers bodies, the sum, for the United States, totaling $203,000,000. Massachusetts and Boston both contributed more than was expected of them. Greater Boston gave $6,000,000, and Boston, proper, $2,079,682.

The City's Soldiers—How many Boston men and women entered the service of their country in the army, navy or other forces is still a matter of conjecture. The most recent estimate is that when nearly complete figures are in, the city will be shown to have sent approximately thirty-seven thousand of its citizens. The most of these were sent overseas, and one-fourth reached the front lines. The largest single group of Bostonians went with the 26th Division; the story of which is outlined later in this chapter. Possibly three thousand served in other combat divisions, Boston being well represented in the famous "2d division" (Regular Army); the 77th and 82d National Army Divisions; with many men scattered in practically all of the other divisions that went overseas. It will be recalled that 42 divisions went from this country to France, of which 29 took part in active combats. Seven were Regular Army divisions, 11 came from the National Guard, and a like number were made up of National Army troops. It was the policy of the Army authorities to distribute as widely as possible the recruits from any city or State. Transfers were made often, and the method of making replacements accounts for the separation of individuals from the same city or locality. Then there were many from Boston who entered the armies of the belligerents before the United States entered the war. It will be many years before the records of all of the city's soldiers will be collected and arranged. There is a nearly complete list of those who died in service from Massachusetts, which is being made ready for publication in the near future. The names of nearly fourteen hundred who lost their lives is given at the end of this chapter.

There was a National Army regiment which was rightly called "Boston's Own," the 301st; and there was a division, the 76th, of the New England National Army troops, many of whom were Bostonians, which after long preparation, just failed of the opportunity of making a name for itself as a combat division on the French front. The 76th, organized at Camp Devens, embarked for France in July, 1918, arriving July 31. Intended as a combat division, it, nevertheless, was designated to depot duty. Ordered to St. Aignan, it was broken up and the most of the men were sent to the front as replacements in aid of the badly depleted regiments. About 17,000 of the 76th, including several thousand from the Metropolis, were so used and participated in the closing battles of the

war. The division went overseas under the command of Major General H. F. Hodges.

101st Infantry—The 101st Infantry stands out as the largest single group who saw the most active combat service of any representing Boston. It went overseas with the YD made up of the whole of the 9th Massachusetts Infantry; 1,400 men of the 5th, and 175 men of the 6th Massachusetts Infantry. Colonel Edward L. Logan was in command. (In July of 1927, Colonel, then Major-General Logan relinquished command of the 26th Division, Massachusetts National Guard, retiring because of the law fixing his tenure of office. General Logan has spent the great part of his life in the service. He enlisted in 1897 as a private in the "Fighting Ninth," the regiment which won its name in the Civil War. In the Spanish-American War he was made a sergeant-major, his father being the regimental commander. He was down on the Mexican Border, and as has been mentioned, went "Over There" with the 101st, which had so many of his regiment in it.)

The fortunes of the 101st are bound up with those of the 26th Division and may be found in the story of that unit. An item or two may be emphasized here. It was the first militia regiment of the United States to go to the front line, Chemin des Dames. Shortly later it made its first raid upon the German line, and under the cover of the first rolling and box barrage laid down by American artillery (51st Field Artillery Brigade, and 101st Machine Gun Battalion) bombed dugouts, inflicted losses, and returned safely with prisoners. A day or two later, for a full twenty-four hours, the 101st sustained one of the severest, until then, gassing that troops had received. The brave fellows did not escape this unscathed, but did prove to both the Germans and the Allies that they were made of stuff which could not be dismayed or beaten. Such was the baptism of the 101st! The regiment took part in many fights, such as at the La Reigne Sector; Seicheprey; Vaux; in the Marne offensive; Epieds-Trugay; Saint-Mihiel Salient offensive; the raid on Warville Wood; Belleau Wood; and while in pursuit of the enemy with its ranks sadly broken by casualties, it was withdrawn just as the Armistice was announced. In the Marne offensive, in which it suffered less than other units of the 26th, its list of casualties, not counting the evacuation of sick and exhausted, totaled 585, of which 54 were killed and 127 seriously wounded. The division as a whole suffered more than 4,100 casualties, and all this happened in early July before there was an American Army functioning as a whole. The most severe fighting and losses came later.

The Engineers—The 101st Engineers had as its base the 1st Massachusetts Artillery, a Boston organization which dates from 1741, as the

Governor's Company of Cadets, and which is better known as the 1st Corps of Cadets, which name was given to it in 1874. In proportion to its numbers, the Engineers had nearly the largest list of casualties in the division, but if one talks with a member of the body about the war, he will hear how it built at an embarking point just before coming home, the "York Harbor YD Hut," consisting of a canteen, recreation and assembly room with a stage and big fireplace, kitchen, five sleeping rooms, officers' and women's quarters, all painted and complete within thirty working hours. This is their great achievement! Only by a search in the archives of the War Department can one find out that they were constantly in active service on the front, and had a casualty list of more than fifty per cent.

"The Boston Regiment"—Referring again to the 301st Regiment, it was of these troops that Colonel Frank Tompkins who directed their training, said: "They murdered the Boston Regiment, that fine bunch of fighting men; and it was this regiment which carried the blue flag of Boston presented to it by the City." The 301st left Camp Devens July 4, 1918, landing in Liverpool on July 18; whence, after resting for a week, it was sent on to Armand-Cher, France. Its commander, Colonel Hodges, was the only one of its higher officers who went immediately to the front without further schooling in the arts of war. Colonel Tompkins was ordered to the 110th Regiment at Fismes, where shortly after he was gassed and blinded, and for a time lost his memory. The 301st was, almost from the beginning, used for replacements, a process which continued until it all but lost its character as a separate regiment. When the time came for its return to this country, only a few hundreds were left, the remnant of the "Boston's Own Regiment" which had left the metropolis with such high hopes some six months before. The 301st Artillery, which had accompanied them, although it was the artillery group having the highest rating in training, never had an opportunity to fire a shot in France.

When it comes to the tracing of Boston men in the many divisions into which they were incorporated, there is always the difficulty that names cannot be gotten from the records still incomplete, or such records as have been made are unavailable. The 14th Engineers, a New England Regiment, had in it many Boston boys. This corps was recruited within sixty days after a call was given, June 25, 1917. On August 22, it was in action in France, and continued in active service until April, 1919. The 5th Pioneer Infantry, although supposedly from the South, and usually credited to that section, was made up for the large part of Massachusetts men. The greater number of these came from the 8th Massachusetts National Guard Regiment, being taken before the break-

ing up of that regiment to form the 104th Infantry. The 5th and 6th Massachusetts Guardsmen who did not get into the 26th Division, were assigned to Camp Green, North Carolina, and served for the duration of the war with the 3d and 4th Pioneer Regiments.

"The Boston Artillery"—The 55th Artillery (C. A. C.) came from Boston and most of its replacements came from the vicinity of the city. It was part of the 31st Heavy Artillery Brigade, and served with the First Army, A. E. F., in France. Eight batteries of the regiment came from the Boston Harbor defense, and all were Regular Army outfits. Three of the batteries and the Supply Company came originally from the historic old 1st Massachusetts Coast Artillery and included the greater part of that regiment's personnel. Among them were the Boston Fusiliers (Battery F, 55), whose scarlet coats gleamed from 1787 and onward, in the military affairs of our country. The 55th might well be called "The Boston Artillery." Its regimental fund was contributed by residents of Greater Boston; its colors were presented by the Jordan, Marsh Company, and women of Winthrop. Its chaplain was equipped by one Boston church, and his supplies kept by another. The 55th served through a strenuous and almost continuous run of battles from June to November, 1918, with great honor to itself and the district so interested in its fortunes.

The above brief mention of certain military units having a representation of Boston men is intended to be merely suggestive. No reckoning has been made of the numbers who left the city in the service of the navy. There is supposed to have been 35,000 Massachusetts men in the Regular Army, or twice the number that were with the Yankee Division. And one must not forget the 105,000 who went from the State to various regiments. It would seem that there was hardly a notable regiment in foreign service which had no representative in it from the metropolis. There was but one which was sent to the Italian front from the United States, the 332d Regiment, and yet there were quite a number in it from Boston, some of whom paid the final sacrifice, and whose names may be found in the Gold Star List appended to this chapter. Our colored population had a number from it in the famous 372d Infantry, Company L, of which was a part of the original 6th Massachusetts Militia. The regiment was a part of the 93d Division, known in France as the "Red Hand Division." However much the Boston boys were spread throughout the United States and Europe, New England was fortunate in having one division which was sent fairly intact and thoroughly representative of this section of the country. Concerning this, the Yankee Division, much is known and somewhat has been written.

Story of the Yankee Division—When one turns the attention to the military part played by Boston in the World War, one is confronted by

the fact that the policy of the army authorities tended to prevent any sectionalism creeping into the Expeditionary Forces. Whether this policy was due to an endeavor to prevent any one section of the United States from having an undue pride in the military achievements of that district; or because, as has been stated by the army powers, it was undesirable for any one State to bear too large a part of the inevitable losses of war: or for any of a half dozen reasons which have been given, cannot be known. What is clear, is that New England, in general, and Boston, in particular, were fortunate in having a division which was very much its own. It thus became possible for those left at home to know something definite about those who had gone overseas. Through the reports which came out in the daily papers long before the official reports had been issued, Boston and all New England could trace the progress of her citizen-soldiers, know of its dangers and losses, and rejoice in one as they sorrowed in the other. This grouping of the volunteers of New England into one division may have thrust an overly large burden of casualties upon one section of the country, but it made for a solidarity of interest and patriotism which reacted to the great advantage of the United States as a whole. New England worked together as did few other sections in doing all that was humanly possible to stand behind the boys it had sent abroad. Credit for some of this concentrated energy must be given to the fact that they had definite divisions of the expeditionary forces that were their representatives on the field of action. A far less important thing growing out of the decision of the military authorities to send a New England division to France, is the fact that it is possible by the telling of the story of it, to tell much of the history of the military activities of a single locality, such as Boston, or any other city or State in the northeast corner of the country.

Formed from the National Guard—The Yankee Division, the 26th, was and is the pride of New England, and for very much better reasons than because it was made up of its citizens. It was the first of the American Expeditionary Forces to be organized, the first to cross the ocean as a division, and the first to go in on the battle line as a division. The story of the Twenty-sixth is a tale of a non-professional group of soldiers, who volunteered to take up arms for their country, and who were commanded, for the most part, by citizen home-trained officers. As one writer states it:

> There can be no doubt that the Division (26th) from the very first showed distinctive character. The great outstanding fact which explains this distinction is, first, the whole division came from a very small, thickly populated section of the United States. All the organizations from which it was built were of New England; practically every man and an overwhelming majority of the line officers were Yankees; every New England State was represented in it; and the Division had headquarters in

Boston and was mobilized, trained and equipped in New England. Secondly, and perhaps of more importance, the Division was a National Guard Division, except for the men who came from the National Army draft at Camp Devens to fill up the places left vacant by the rejections of the guardsmen. The men were volunteers, and for the most part, they were successful business or professional men.

The National Guard, from which it was drawn, had begun to disintegrate after the period of service and training on the Mexican Border in 1916. Officers had resigned their commissions; enlisted men, when their terms expired, did not reënlist, and new enlistments were few. It was not expected that this country would be drawn into the war, and if it was, rumor had it that National Guard units would be the last to be used. The National Government rather discouraged the Guard movement. So it was that the men who were finally mobilized as the Twenty-sixth were, for the most part, soldiers who had enlisted after January, 1917, when it was made clear that the military policy had changed and that those who enlisted in the National Guard would not only be called into active service, if war was declared, but would stand a chance of being among the first to go abroad. It was this that gave impetus to the recruiting to full strength of the Guard units, and which so made for the *ésprit de corps*, the high morale, the teachability of the Yankee Division which was made from it. The local pride of some of the units gave added strength, for some of the organizations dated from the Revolution, and many had played a gallant rôle in the previous wars of the Nation. When the "call" was given, New England, in spite of the severe limitations and tests which were enforced, was able to supply within a few weeks the number needed for a picked division, and a division was no longer the few thousand of former years, but 32,000 men, or more than an army corps of the Civil War.

The Units of the 26th—The 26th Division, as formed, was made up of the 101st Infantry from the 5th, 9th and part of the 6th Massachusetts National Guard organizations; the 102d Infantry, composed mostly of Connecticut and Vermont men, with 100 from the 6th Massachusetts; the 103d Maine and New Hampshire troops, to which were added four companies of the 8th Massachusetts; the 104th made up of large sections of the 6th and 8th Massachusetts; the whole of the 2d Massachusetts and a few from the 8th. The 101st Artillery was the 1st Massachusetts Field Artillery, with 200 from the New England Coast Artillery. The 102d Artillery was the 2d of Massachusetts, with more coast artillerymen. The 103d, the heavy artillery regiment, was built up of men from New Hampshire, Rhode Island and Connecticut batteries. The machine gun battalions were a new thing and the 101st was composed of 200 Vermonters. The 102d had the Massachusetts squadron of cavalry, except

Troop B, which was taken for the headquarters troop, and about 200 men from the 1st Vermont Infantry. The 103d Machine Gun Battalion was mostly from Rhode Island, New Hampshire and Vermont. The Trench Mortar Battery was from Maine. The 101st Engineers was built up from the famous 1st Massachusetts, with Maine and New England Artillery added. The 1st Field Signal Corps became the 101st in the division; and the 6th Massachusetts furnished the train headquarters men and the military police. The 101st Ammunition Train was made of the Vermont 1st Infantry and the Massachusetts Coast Artillery. The Engineer Train, a small unit, was made up of men from the 6th Massachusetts Infantry. The Sanitary Train had the 1st and 2d Ambulance Companies; the 1st and 2d Field Hospitals; the 1st Connecticut Field Hospital; the 1st Rhode Island Ambulance Company, and the 1st New Hampshire Field Hospital. The 101st Supply Train was made up of Troop B, of the Rhode Island Cavalry, a large number from the 8th Massachusetts Infantry, and a few from the 6th Massachusetts.

Original Commanding Officers—The original commanding officers of these units were:

Division Headquarters Troop	Captain Oliver Wolcott.
101st Machine Gun Battalion	Major James L. Howard.
51st Infantry Brigade	Brigadier-General Peter E. Traub.
101st Infantry	Colonel Edward L. Logan.
102d Infantry	Colonel Ernest L. Isbell.
102d Machine Gun Battalion	Major John Perrin, Jr.
52d Infantry Brigade	Brigadier-General Charles H. Cole.
103d Infantry	Colonel Frank H. Hume.
104th Infantry	Colonel William C. Hayes.
103d Machine Gun Battalion	Major W. G. Gatchell.
51st Field Artillery Brigade	Brigadier-General W. Lassiter.
101st Field Artillery	Colonel John H. Sherburne.
102d Field Artillery	Lieutenant-Colonel Thorndike D. Howe.
103d Field Artillery	Lieutenant-Colonel Richard K. Hale.
101st Trench Mortar Battery	Captain Roger A. Greene.
101st Engineers	Colonel George W. Bunnell.
101st Field Signal Battalion	Major Harry G. Chase.
Headquarters Trains and Military Police	Colonel W. E. Sweetser.
101st Ammunition Train	Lieutenant-Colonel William J. Keville.
101st Supply Train	Captain Davis G. Arnold.
101st Engineer Train	First Lieutenant S. R. Waller.
101st Sanitary Train	Lieutenant-Colonel James L. Bevans.

The division was not concentrated at any one point, and as a matter of fact never came together as a whole unit until it entered the front line in France. Division headquarters, with the Headquarters Troop and 101st Field Signal Battalion, as well as the 101st Engineers, were at Boston. Framingham was headquarters of the 51st Infantry Brigade, the 101st Infantry and the 102d Machine Gun Battalion. The 102d Infantry was at New Haven, Connecticut; the 103d Machine Gun Battalion was at Quonset Point, Rhode Island; the 101st Machine Gun Battalion at Nian-

tic, Connecticut, while the whole of the 52d Infantry Brigade was at Westfield, Massachusetts, and the field artillery at Boxford.

General Clarence R. Edwards—The Twenty-sixth was peculiarly fortunate in the character of the men who were appointed by the higher authorities to be its officers. In a division where every man was a volunteer, and most of them former members of a National Guard organization, the question as to who should be its leaders was of vast importance. It was hardly possible the units taken from so many parts of New England could be welded quickly into an efficient whole, unless an almost superhuman discretion was used in the selection of those who must bring this about. The "luck" of the Twenty-sixth was manifest from the start in the appointment of Major-General Clarence R. Edwards to command the division. This tall, white-haired officer and gentleman had the splendid presence, vigor of initiative, the personality and experience, the all-around capabilities which made him an ideal division leader. Both at the beginning and later on he meant everything to the YD. Idolized by his men, his abrupt relief from command a few weeks before the end of the war, was possibly the greatest loss suffered by the division throughout its notable career. Upon his return home, all New England placed him upon a pedestal from which he has never been allowed to descend.

Emerson Gifford Taylor, in his "New England in France," wrote of the General's appointment as head of the Twenty-sixth:

> The assignment of Major-General Edwards to command, insured that the new organization would benefit by the leadership of a Regular officer of long and varied experience, both in administrative, staff, and line branches. Born in Cleveland, Ohio, in 1860, he was graduated from the United States Military Academy in 1883. With his promotion to a captaincy in the Regular service in 1898, large responsibilities and rapid advancement fell to his lot. As Major (Assistant Adjutant-General) and Lieutenant-Colonel of Volunteers (47th Infantry), from 1899 to 1901, he performed duty as Adjutant-General to General Lawton in active field service in the Philippine Islands, whither, in 1905, he accompanied Secretary of War William H. Taft on the occasion of the latter's famous journey. Appointed Chief of the Bureau of Insular Affairs in 1902, he was promoted to the grade of Brigadier-General in 1906; he was transferred to the line in 1912, and commanded brigades on the Mexican Border (6th Brigade, Second Division) and in Hawaii (1st Hawaiian Brigade), until sent to the command of American troops in the Panama Canal Zone in 1915. From this duty, he was transferred (on April 2, 1917), to the command of the newly created Northeastern Department, with Headquarters in Boston, Massachusetts, in April, 1917, and attained the rank of Major-General in August of the same year. Thirty-four years of active and varied service, in all grades, meant that the new division commander was intimately acquainted with army men and methods, had been trained in accordance with army traditions, and shared the honorable ideals of duty with which the Regular establishment has always been credited. Beyond the lot of the vast majority of army officers, however, General Edwards had been fortunate in possessing a wide knowledge of men and events outside the army horizon; the bars which his life and duty, under our system, erect inevitably

between the average Regular Officer and other classes in the American democracy, sharply limiting his experience and tending unhappily to segregate him from contact with the thought of his generation, were, in the case of General Edwards, early broken down. He enjoyed personal contact with men of many classes; from his varied activities he had become one of the most prominent figures of the army then in the public eye. From the day of his assumption of the duties of Department Commander, in Boston, his immediate hold on the imagination and esteem of the people at large was as marked as was the energy of his administration. His choice, as leader of the New England Division, was felicitous indeed, considering the excellent effect the selection would have on the public from whose sons the Twenty-Sixth was recruited.

Regimental Officers—Brigadier-General Peter E. Traub was a regular in education, in experience and point of view. A graduate of West Point (1886), he had risen to his rank on August 5, 1917. His experience and energy were of great value to the division, particularly during the training period. Brigadier-General Charles H. Cole (52d Infantry Brigade) was, in contrast to General Traub, a Massachusetts National Guard man, one who had got his experience in State service. "An enlisted man and officer of the First Corps of Cadets between 1890 and 1910, he was appointed Adjutant-General of the State of Massachusetts in 1914, retiring a Brigadier-General in 1916; he served for several years also, as a member of the National Board for the Promotion of Rifle Practice." He knew men, especially the sort of which the division had been formed; and had been invaluable in the National Guard organization. When our country entered the war, he enlisted as a private in the 9th Massachusetts Infantry, but was promoted to the rank of brigadier-general in the State forces. Contrary to the practice of the War Department, he was chosen to the command of the 52d Infantry Brigade overseas. Brigadier-General William Lassiter brought to his command his expert knowledge of artillery practice, and was with the division long enough to stamp it with many of his ideas.

The majority of the regimental commanders, nine in all, were for the most part officers of New England Guard units and chosen from all the regimental commanders of this group of states. The men held a more intimate relation to the men under them than usually exists in the Regular Army. They were like old time friends to their troops, guardians of their safety, standing in the place of parents, ofttimes. It was thought that these non-professional and quite unmilitary relations would impair their value as commanders, and severe pressure was brought by the authorities of the Regular Army to prevent their inclusion as officers of the Yankee Division. The record of the YD shows how wrong was such a conclusion.

First Foreign Activities of the YD—The first unit of the division set sail in the night of September 7; the last unit sailed Ocober 4, all

passing through the submarine-infested waters safely and went into training camps in France. Three months after its arrival, the Yankee Division went into the firing line at Chemin des Dames, February 6, 1918, the first of the American divisions so to be honored. The guns of Battery A, 101st Field Artillery, on the previous afternoon announced their presence there with the first shot of an American division. The shell case, by the way, was sent back home and placed in the capitol of Massachusetts. It was a so-called "quiet sector," but immediately received its baptism of fire. The enemy wanted to capture a few of "these Americans," hence laid down barrages behind groups of the division, and under its cover raided the line. Says General Edwards of this time: "The barrage was laid down on these green men, and they did not even lie down. They crouched in their holes, with high explosives rattling on their helmets and killing several, and when the barrage lifted, they jumped up and made a lot of the Germans prisoners."

Lieutenant James W. Brown, later Major, and Sergeant John W. Letzing, were the first of the division to capture one of the enemy, and while he proved to be a mere boy, the incidents of the foray were of so dangerous a character as to win for the two the coveted Croix de Guerre, the first of the YDs to be so fortunate. This was on St. Valentine's Day, and it was but a few days later that the Germans reciprocated by taking prisoners from the 102d Infantry, one of their working parties being surprised and two men captured.

The time spent in the Chemin des Dames sector was, after all, only the upper school in the training period. There were severe losses, and there had been two heavy engagements and numerous raids and counter raids. The "Road of the Ladies" had not proven a very safe place for men to be. It had been intended to keep the YDs there only a month, but the time was extended another two weeks, and the troops did not leave their training sector until March 18, when they were relieved by the French. The troops were sorely in need of rest. They were run down by the long exposure and the unending labor. Not always had food been securable; equipment had been short; underclothes, uniforms, blankets and other necessities insufficient. They had earned a long rest. The Germans bade them farewell by showering them with thousands of gas shells on the last days.

But the Twenty-sixth never had its rest, nor, for that matter, did it ever complete its training. Emergencies arose so frequently and so fast that the division was rushed into one sector and another with very little relief. It was now moved into the Toul district, replacing the First Division. Then the Germans made their rush at the Marne, and in the

Allied counter-offensive, the YD was rushed to the point of the German salient.

At Toul and Apremont—At Toul, the Germans had been in control. The greater part of the sector was in a marsh with the enemy in possession of the dominating heights. When he wanted a victory, all he had to do was to swoop down and take all who were in certain sections. General Edwards refused to leave his troops in one part of the front line. The French commander objected saying the Germans would come over and occupy the trench. Edwards replied: "That's just what we want them to do. If they come over, we'll lick hell out of them." And that is exactly what the Americans did. With wild cheers the Yankees fell upon the Boche with their bayonets, killed a number and took forty prisoners, the first taken in Apremont for six months.

As General Edwards tells it: "The second day they (the Germans) brought up 700 shock troops together with two other battalions, and they said, 'We will show those Americans.' They came down and got in behind our flanks. Our men did the same thing over again. As soon as they had chucked the Boche out of one place they would whack them in another. . . . And those men fought there for five days around Hill 320 in front of Apremont. They wiped out 700 Germans, made 40 prisoners and buried 200 Boches. The French army commander cited 117 men of the 104th and they got the Croix de Guerre in a very impressive ceremony when they were withdrawn. They also pinned the Croix de Guerre on the colors of the regiment, and I don't know that this had ever occurred before. It was the first time that troops had ever won in that sector, but from that time we absolutely owned 'No Man's Land.'"

General Sabatier, in command of the French relieving division, paid this tribute: "I have lost a garrison generally whenever the Boche wanted to come over and take it. I didn't know how to stop it. A great American division comes in here and suggests a new method to us who had been fighting here three or four years. The Boche had got our goats. Now the Americans have got their goats. They don't need anybody on the flank of their liaison. They have destroyed the Fifth Landwehr Division. They own 'No Man's Land.' I take off my hat to the Twenty-sixth Division."

Seicheprey—It is not to be supposed that the enemy was content to let matters rest, and its next attack was on a larger scale than the Yankee Division had yet encountered. The attack on Seicheprey on April 20 to 22 was led by "Hindenburg's Traveling Circus," a body of picked shock troops. After a bombardment, 400 of them with 2,500 other Germans came over with an intent of breaking the American line and morale.

Favored by a fog, they captured Company C of the 102d Infantry before they knew that the enemy had reached their trench. It was 3,000 against 350, and there was no resisting the superior force right then. In the two days fighting that followed, the 26th lost 150 prisoners; the gassed and wounded were about 600; the German casualties were apparently about 1,200. Late the second night, the YD counter-attacked, retook the lost trenches and buried more dead Germans than the total losses of the division. "The moral effect of Seicheprey on the Allies was very great, in that it showed the Yankees had, in their first serious engagement, been able to stand up, take punishment, and hold ground against especially trained shock troops."

The Chateau-Thierry Sector—In June, the Yankee Division were relieved, and great was the rejoicing over the place in which they were to rest, for it was Pantin, a suburb of Paris. The troops had deserved and needed time to recuperate, and a little pleasure added would not go amiss. The Fourth of July was not far off and the Yankees believed they would march through Paris in the parade of that day. But on their way to Pantin, they were switched back to the front. They were to relieve the famous 5th and 6th regiments of Marines, and the Second Division, which at Bois Belleau had stood off one of the worst of the German drives. The YD came into this Chateau-Thierry sector knowing that all it had done in the way of war was as child's play to what they were now to face. "They expected the break-through, but it is doubtful if any one realized that this battle was to be the turning point of the war, and that much of the success gained there would be due to the Twenty-sixth Division." They were the only troops between Chateau-Thierry and Paris, and as a result of their defense during the next few days came to be known as the "Saviors of Paris."

As will be remembered, it was at this time that General Foch made the boldest stroke of the war by staging a counter-attack upon the German right flank north and west of Chateau-Thierry. The YD was the pivot from which this counter-offensive swung. It was also up to the division to make their advance to increase the bulge in the German Army's side as well as to hold their position in the early stages of the battle.

The whole movement is too intricate and rapid in its changes to be summarized. As epitomized by the "Stars and Stripes," that remarkable newspaper published by the A. E. F.: "The division, in its eight days of continuous battle, had advanced a distance of 18¼ kilometers, captured about 250 prisoners, four field pieces, numerous machine guns, one pontoon train and quantities of ammunition. Its losses had been

about 5,300 officers and men, of whom 600 were killed. The general commanding estimated that the permanent losses, including killed, missing and badly wounded or gassed, were about 2,000, many of the casualties being due to the fact that the division, after gaining its first objectives, had to wait two days under severe fire for the forces on the left to come up to the line established by 'New England's Own.'" There were literally thousands of citations, both divisional and French, made as the result of the heroism of the members of the 26th during the battle. "French commanders showered General Edwards and his men with compliments, and declared that it was the most brilliant piece of work they had ever seen."

St. Mihiel Salient—The division, after Chateau-Thierry, got no rest, but immediately were ordered to Chatillon-sur-Seine, received 6,000 replacements, and went into ten days of intensive training. Again they were thrust into the battle line, this time to aid in the reduction of the St. Mihiel Salient, which had been held by the Germans since the beginning of the war. The whole affair was completed with such speed and efficiency as to make the readers of the newspapers back home wonder why it had not been reduced long before. Just two days, September 12-14, 1918, and a heretofore impregnable position, where thousands of lives had been sacrificed during four years of warfare, was in the hands of the Americans with comparatively light losses. Fourteen towns, the entire length of the Grande Tranchée de Calonne, were taken by the Yankee Division, with thousands of prisoners, a half hundred guns, and immense stores of material. General Edwards, in his Order of the Day, issued September 28, had for its last sentences: "I am proud of you. You are a shock division." And this was said, and could be said with truth, of a division that was made up of National Guard troops, lacking, in the beginning experience, and never receiving the training thought necessary by regular army officers, just a division of good, average New Englanders who by sheer grit and determination did the impossible and became known as "Shock Troops."

Woevre and Verdun—For a time after St. Mihiel, the division held an advanced line in the region captured, and played the rôle of an army that was to break through to Metz, and so create a diversion that would prevent the enemy from concentrating on the Argonne-Meuse front which was to be the point of the next great attack. While at this task, actions against Marcheville and Riaville, towns out on the great plain of the Woevre, brought additional honors to the YD, particularly to the 102d Infantry. The Yankees were then transferred to the famous citadel of Verdun. On October 16, companies of the 104th Infantry,

assisted by 15 French tanks (14 of which were lost), fought through the night of October 16. They did not take their objective until the next afternoon, and their losses were about 250 altogether. This was but a minor affair as such things were termed at that time, but one of the severest of minor engagements, if we must call it that.

General Edwards Returned Home—What was a much greater disaster to the 26th, one from which it never recovered, was the order of October 22, relieving General Edwards of his command. He was called home to train a new division. Three days before, he had received word of his daughter's death from pneumonia in one of the cantonment hospitals in which she had been serving. At Verdun, he had been organizing an attack for the very morning that saw the coming of his order to return. His personal aide, Captain "Nat" Simpkins, had been taken by a complication of diseases following influenza. It was a heart-breaking time for the General and his beloved division. Hiding his disappointment, he quietly broke the news of his early departure, bespeaking their loyalty to Brigadier-General Bamford, who was to succeed him. Gloom settled down on the division. "For nine months, with General Edwards to lead them, the New Englanders had gone through the most strenuous experiences with only a few days rest. Undeterred by fatigue, sickness, shortage of supplies or any of the fiendish methods employed by the resourceful enemy, they had piled up a record which vied with that of the élite troops of the French Army. They had been complimented and cited and decorated time and time again. They had been hailed as 'Shock Troops,' and the 'Saviors of Paris,' and their fame was known throughout the length and breadth of the land. And all their glory they attributed to the leadership of Clarence R. Edwards. He it was who stimulated them with his own indomitable spirit, and caused them to go forward when it seemed that human nature could do no more. It was he whose unflagging optimism and cheery words lifted them up, superior to privations and hardships. It was their general who watched over them, cared for them, and saw to it that their lives were not unnecessarily sacrificed." (Harry A. Benwell, in his "History of the Yankee Division.")

It is hard to understand the constant interference with the commanders of the National Guard forces in France; why there should have arisen a policy which deprived units of their officers, often at a time when they were the most needed. The Army authorities made the announcement that it had been deemed desirable to send home experienced officers to act as instructors of the divisions in training in the home land. This excuse could hardly hold water, for it was already realized that the

troops in training would never be brought across, for their presence would not be needed to bring the war to an end. The YD, and by the way the YD insignia had only just been adopted at this time (October 23),—the YD was seriously weakened by disease (the influenza which overran Europe), by unavoidable conditions, flooded dugouts, hillsides which were quagmires, wet, cold clothing, insufficient hot food, drenched by the enemy's gas, and whipped at all hours by snipers and artillery. And then to be made to feel that they were no more valuable in the army game than pawns are on a chess-board. It was a tremendous blow to the morale of the division, just as it had undergone one of the severest of battle tests, and in its weakened condition was to bear repeated counter-attacks by a still numerically superior enemy.

Before Verdun—The action in the Meuse-Argonne Offensive of the 26th before Verdun cannot be given in detail here. It was a set of operations which was planned to wrest a series of important local positions from the enemy which, if successful, would compel their withdrawal. It was successful, but at a severe loss to the division; Belleau Wood sadly depleted it, particularly the 101st Infantry. A change was made in the sector, and in the direction of the contemplated advance. The purpose now was to keep up a pressure upon the German troops which would compel their withdrawal, but even more to practice a watchful waiting which would prevent their escape when such a movement should be made. On November 8, almost without warning, the Germans began a retreat along great sections of the line. The 26th prepared to take an advanced position, but orders of the next day changed the direction of their movement towards the village of Azannes. Ground was taken, but not as much as has been hoped, probably because some of the regiments were exhausted numerically and physically; and as suggested, the loss of the YD leaders had not helped any.

The Last Attack—Meanwhile negotiations for an armistice were going on. Wild rumors filled the air. Hostilities ceased on November 11, at 11 o'clock, French time, but as late as midnight of the tenth, orders were given out for an advance on the morrow. These orders were withdrawn in the morning, but to the amazement of the corps staff, the original attack order was made to stand, and the 26th was to advance until the hour of eleven, when hostilities were to come to an end. Why such a movement should have been undertaken in those final hours, with the attendant likelihood of loss of American lives without any corresponding military advantage, has yet to be explained. The division did as it was told, and won what it was supposed to win. The 104th completed the capture of Ville-devant-Chaumont; the center moved up to the railroad; and the 102d extended its line to a point beyond Bezonvaux.

Eleven o'clock and silence! The artillery had been loosing all the ammunition it could all through the morning, in the general direction of Metz. As the time approached to cease firing, companies fastened long lengths of wire to the lanyards so that every member of the battery could have a share in firing the last shot. There was little rejoicing; the men were drugged with fatigue. Bonfires were lighted when the night came, great roaring blazes on which had been thrown almost anything that would burn. The division was named as one of the first American organizations to have the honor of going to the Rhine, but the YDs were too completely worn out to be able to march to the German area. On the fourteenth of November, the 26th was relieved by the 6th. "For twenty-six days the division had occupied the Neptune Sector and fought to enlarge its bounds, the longest period of service, be it said, which any division rendered during the Meuse-Argonne offensive of the First American Army. Only five and a half kilometers of ground was gained; but what that ground was, let us testify who fought before Verdun, the historic field of blood, and tears, and imperishable glory, where, with every task accomplished, in the face of supreme difficulty, the 26th ended an incomparable fighting career."

Preparations for Embarkation—Having completed their task, the minor one of getting back home was now undertaken. By easy stages the division moved towards the point of embarkation, although the time of their departure had not been set. It is to be remembered that an armistice does not necessarily mean peace, and until this was assured, the division trained as though hostilities might again call them to combat. Major-General Harry C. Hale succeeded General Bamford in command of the 26th on November 18, continuing throughout the period ending with the discharge from service of the division in April of 1919. Christmas came and the 26th was honored by being chosen by President Wilson as the division with whom he would eat his Christmas dinner, and as the one which should furnish the Presidential guard of honor when Mr. Wilson visited the general headquarters at Chaumont. As it worked out, the President did dine with officers from the division headquarters and all the units of the division. He also reviewed troops of which the four best drilled companies of the four regiments—"B," 101st; "K," 102d; "F," 103d; and "L," 104th—were a part. From the 101st Signal Battalion was sent one company; from the 101st Engineers went Company "F"; from the 102d Machine Gun Battalion went Companies "A," "B," "C," and "D." Pershing congratulated the division troops on their "fine appearance and discipline."

On January 8, 1919, came the order to prepare the 26th for return to the United States. In the midst of the preparations for departure came

a colorful interlude on January 15, when the French gave a final God-speed to the division. "With only the briefest warning, arrangements were made to receive, at Mandres-les-Nogent, both the American Commander-in-Chief and the famous defender of Verdun, Marshal Pétain, who was to decorate with the Croix de Guerre the colors of the regiment and battalion which had done so valiantly at Marcheville on September 26, the 102d Infantry." On a gray, misty morning, the battalion paraded, the cross was affixed to the colors by the marshal in person with all the appropriate and stirring ceremony prescribed for that occasion. . . . It was a brief affair; but how deeply the honor and its method of presentation touched the hearts of the regiment and of the whole Division, all can testify who shared the emotions of the moment."

The last grand review in France of the division was made by the commander-in-chief on February 19, 1919, in a field near Mayet. "In a drizzle of rain, the great array of troops was curiously sombre and impressive, the bright color of the flags, the bluish sheen of the oiled steel helmets, the gleam of bayonets topping the whole mass, being in high and picturesque relief." The commander-in-chief made far more than a formal inspection of the troops, and his summary of his impressions were expressed in a letter two days later.

AMERICAN EXPEDITIONARY FORCES.
OFFICE OF THE COMMANDER-IN-CHIEF.

MY DEAR GENERAL HALE: March 21, 1919.

It gives me a great deal of pleasure to congratulate you, and through you all the officers and men of the Twenty-Sixth Division, on their splendid appearance at the inspection and review which was held near Ecommoy on February 19. The spirit and soldierly bearing of all ranks pleased me very much, and was what one would have expected of a division with such a long and excellent record in France.

Arriving in the autumn of 1917, the division went through the prescribed course of instruction until early in 1918, when, brigaded with the French, it entered the line for a month and a half's further training north of Soissons, in the Chemin des Dames Sector. It was withdrawn for rest when the German offensive of March 21 necessitated its immediate return to the line in the La Reine and Boucq Sectors, north of Toul. Here it had two important engagements—one in the Apremont Forest, where it repulsed with loss a heavy German raid, and at Seicheprey, where casualties on both sides amounted to approximately 2000 men.

On July 18 the Division was thrown into the battle between the Aisne and the Marne, advancing in seven days more than 17 kilometers against determined enemy opposition, and capturing the towns of Epieds, Trugny, Torcy, Belleau, and Givry.

It next took part in the American offensive of September at Saint-Mihiel. Operating under the Fifth Corps in the Rupt and Troyon Sectors, north of Saint-Mihiel, it captured Bois-des-Eparges, Hattonchâtel, and Vigneulles.

Later, during the Meuse-Argonne offensive, it attacked northeast of Verdun, and aided in the storming of Etrayes Ridge, capturing Bois de Belleu and the Bois d'Ormont, one of the most formidable heights in that region. The Division was in this sector when the armistice called a halt to active operations.

Each soldier should be proud of the share which the Twenty-Sixth Division has had in adding glory to the fighting record of our armies, and I want every man to know of my own appreciation, and that of his fellows throughout the American Expeditionary Forces, for the splendid work which has been done.

Very sincerely yours,

JOHN J. PERSHING.

At Home—In March, the division embarked for home; on April 4, the first transport arrived in Boston. Every day after for a week or more, transports arrived bringing additional contingents of the 26th, until the whole division was again in Camp Devens. It is quite impossible to chronicle the various receptions which the New England towns gave their "boys" when once they were released from final duties. Unfortunately for the furtherance of a prompt release of the division, it was thought necessary by the army authorities to forbid all participation by the troops in any local receptions or demonstrations. Even a divisional parade in Boston was frowned upon by the War Department, and was only brought about by the persuasions of the most important persons in New England. On April 22, the Yankee Division was reviewed at Camp Devens.

It was partly with the purpose of meeting this desire of all New England to welcome its own, that the Division Commander extended his invitation to the Governors of the New England States to review the Division on the afternoon of April 22 at Camp Devens. And a notable event in the varied history of the Twenty-Sixth this review did prove to be. On an afternoon of flawless spring weather, in the presence of a crowd which was estimated to include not less than 300,000 persons, the troops, in full field equipment, to the music of a massed band of 300 pieces, behind their regimental colors which that day were decorated with the battle streamers bearing the names of major engagements, swept down the Camp Devens parade ground in perfect order, faultless rhythm, and steady cadence, which thrilled the vast crowd to the very marrow. Before the review there was held the ceremony of awarding decorations—Medal of Honor, Distinguished Service Cross, and Croix de Guerre—to some forty-five officers and men; and in this ceremony, the Division's former commander, Major-General Edwards, was called upon by Major-General Hale to award the crosses to those whose gallant deeds had been performed while General Edwards was still in command.

Three days later came the long-anticipated street parade of the Division in Boston. And for the last time it was possible to demonstrate the workmanlike methods of those officers who had, for many months, been charged with the duty of moving, subsisting, equipping, and billeting the troops. With no confusion the various units were brought into town, lodged, fed, formed for the parade, and returned to camp. In a fine spirit of coöperation, every officer and man of the whole Division worked to show himself and his unit, from squad to regiment, to the best advantage. And Boston, who seemed that day to have taken to herself the whole population of New England, roared an approval and a welcome from the miles of towering reviewing stands, from windows, curbstones, from every vantage-point, which never can be forgotten by those present. It should be remarked that the people did not view the Boston parade of the Twenty-Sixth as a spectacle, as an interesting, picturesque march of veteran troops. It was in a far different spirit that the crowds were cheering. They were welcoming home their

own boys—their own blood, their kinsmen. They hailed the return not only of the soldiers of the United States, but also—and with shriller joy—the soldiers of their own home regiments. This is worth recording, one believes, on the last pages, as on the first, of this history of American citizen-soldiers in the European War. It is a record of the expression of that love for its own territorial localized military unit which has always linked closely together the American community and the American soldier.

("New England in France," Emerson G. Taylor.)

A few days later, April 28 and 29, came the prosaic business of receiving pay and papers. Then farewells and the gallant members of the Yankee Division took their accustomed places in the life of their communities, once more, as they had been, civilians.

A Table of the Casualties in the 26th Division.

Unit.	Killed in Action.	Died of Wounds.	Missing in Action.	Prisoners.	Total.
101st Infantry	255	140	118	27	540
102nd "	394	153	189	252	998
103rd "	308	135	52	16	511
104th "	263	112	72	17	464
101st Machine Gun Battalion	10	9	1	..	20
102nd " " "	42	20	11	22	95
103rd " " "	21	8	6	2	37
101st Field Artillery	26	21	3	3	53
102nd " "	30	38	1	1	70
103rd " "	25	9	..	9	42
101st Trench Mortar Battery	1	1	..	..	2
101st Engineers	13	14	9	5	41
	1388	660	462	354	2864

Apremont Day in the State House—The wild joyous reception of the returning New England troops was quite in contrast to a celebration of "Apremont Day" in the late spring of 1927. It was the ninth anniversary of the day, April 28, 1918, that General Passaga decorated the colors of the 104th Regiment with the French Croix de Guerre for its gallant conduct in its first important engagements on French soil. To the 104th the spring day was rather a reunion of the regiment; to others it was the day when the Commonwealth formally accepted, through its Governor, the beautiful mural painting which depicted the historic Sunday afternoon in the little town of Boucq, France. One wonders what the crowds thought who witnessed the march of the 1,200 veterans of the 4,000 young and strong who went overseas ten years before; and the throngs who filled the State House to see the unveiling of the painting by Mrs. Shelton, widow of Colonel Shelton, who commanded the regiment during the action for which it was decorated. Whatever else it may have been, it was a quiet, thoughtful day, one without display, dedicated to the men who had not returned. As one expressed it, "Rather was it a solemn occasion—in the midst of a jazz period—a day set apart for prayer for those brave boys who gave their lives for their country, will-

ingly, gladly, bravely." It was surprising that the organization could remain intact nine years after the war. The veterans came from all parts of the country back to the city from whence they had set out for war. There were no snappy uniforms, neat packs, shiny helmets adorning the men who marched through the streets; but young or old, maimed or whole, they were still members of the 104th, survivors of as gallant a company of Americans as ever served under the colors of their country, mindful of the shadowy legion which once had marched with them, but never could again, mindful of the responsibilities which were still theirs by right of sacrifice and service.

The Unveiling of the Mural Memorial—A wreath was placed upon the tablet in the State House erected in memory of the chaplains from Massachusetts who had died in the war, two of whom, the Rev. Walton S. Danker, and Father John B. DeValles, had been chaplains of the 104th Regiment. As many as could crowded the main floor, the stairways and the balcony of the State House to witness the unveiling of the painting and to listen to the messages of those who were there to give them. Chaplain William Farrel, of the regiment, offered a prayer as the last notes of "Taps" sounded through the marble corridors. "God forbid another War" were his words. "God forbid another War," he repeated, "but if we must fight again, let the spirit of the brave boys of this regiment, the first to be decorated by a foreign nation, guide you in your country's hour of need." Then the Governor faced the soldiers, the gold-starred mothers, the crippled and maimed veterans, their brothers, sisters, wives, mothers, fathers and friends, and began to speak: "In the name of the people of Massachusetts, I accept this beautiful mural painting of the scene which took place in the little town of Boucq, on Sunday, April 28, 1918, when the Colors of the 104th Infantry were decorated by General Passaga of the French Army. . . . It seems very fitting that we should have this indelible record with its bronze seals of the Republic of France and of the Commonwealth of Massachusetts on the walls of our State House of a great historic event."

Governor Fuller's Address—The address of Governor Fuller is worthy of quotation in full, but the following excerpts will give much of its spirit:

> In this historic building we have mural paintings entitled, "James Otis making his famous argument against the Writs of Assistance in the old Town House in Boston in February, 1761," "The Boston Tea Party," "Paul Revere's Ride," "The Pilgrims on the Mayflower," "John Eliot Preaching to the Indians," "Concord Bridge," "The Return of the Colors," and now this "Decoration by the French Republic during the World War of Colors of the 104th Infantry of the 26th Division." . . . .
>
> I believe that the throngs of people, children and their parents, who yearly visit this

State House, will carry home with them a finer and a more vigorous love for Massachusetts, from the sight here presented of the honor done sons of the State in a time that tried men's souls. The school children of Massachusetts can learn the lessons of democracy from the walls of the State House, and every one of these pictures might be said to represent an epoch.

And how appropriate it is that here in Massachusetts, where we have so many of the shrines of American liberty—Lexington, Concord, and Bunker Hill—that here also should be added this memorial of the men of the 104th Regiment.

Looking back through almost a decade, we can well remember the early days of the World War. Our troops—particularly those of the 26th Division—had left Massachusetts during the fall of 1917. We knew that they had been training during the winter months and we also knew they had finished their training and gone up into the front lines some time during February of 1918, so that we were aware that the youth of America was taking part in the struggle for the survival of democracy.

Days passed, and the anxiety increased. News items were meagre, and slow in coming. Very tense indeed were the feelings of all of us who watched and waited, dreading each morning, yet eager to see what the day would bring forth. Those times went on until one day in April when the people of this country, particularly of this Commonwealth, were electrified by the news of the battle of Apremont, at which our 104th Regiment of Infantry took a major part, distinguishing itself by its dash, its dogged determination, and its will to win. For the first time in the great World War, American troops were put to the test. The enemy had selected some of its trained soldiers—shock troops, they called them—specially trained and used to break the morale of newcomers in the lines.

These were the words of General Passaga, when he gave the 104th Regiment its reward of valor: "The general commanding the army corps cites in the orders of the army corps the 104th Regiment of Infantry. During the fighting of the 10th, 12th and 13th of April, this regiment has displayed the greatest bravery and the most remarkable spirit of sacrifice.

"Subject to a very violent bombardment and attack by strong German forces, it stopped a dangerous advance of the enemy and regained at the point of the bayonet by an energetic counter-attack, a few destroyed trenches which it had lost during the first assault of the enemy. It has also taken many prisoners.

"Given at the headquarters at Toul the 26th of April, 1916."

We cannot add to those honors. We can but stand at attention here and salute the memory of the men who won them in France. Many of those men are here. Many have passed on. The spirit of those who have passed on is hovering near. . . .

General Dumont has said that the French were well aware that the tide of battle was turning against them when the Yankees came over; and my mind went back to a graphic description I heard of the situation over there when the French were being beaten back: Belgium had been overrun and her troops were well night mastered; the British had been forced back close to the Channel ports. And then it was, in the desperation of that hour, that new voices were heard in the rear, approaching. They were American voices. They arrived in the hour of their greatest need. They did turn the tide of battle in favor of the Allies.

I cannot resist the temptation in this distinguished gathering to mention those who were called upon to make such a priceless sacrifice upon the altar of their country and to express to the Gold Star mothers the appreciation of the Commonwealth their sons served so valiantly in that great struggle.

Mrs. Shelton, who has done us the honor, quite appropriately, to unveil this mural, was the wife of the commanding officer who led the 104th Regiment in this engagement at Apremont, and who laid down his life in the service of his country. We can but humbly express the hope that the glorious sacrifice, the living memory of his associates and the gratitude of the people may in some way, in the language of the immortal Lincoln, "assuage the anguish of your bereavement and leave you only the cherished memory of the loved lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom." . . . .

Time will soften the colors of this lovely mural painting and give it added charm, but we never must allow to grow dim our gratitude and appreciation of what our soldiers have done in all the wars of the Republic that have made our present civilization possible.

I accept this memorial, not only in appreciation of what our Massachusetts troops did over there, but also with the knowledge that it will provide inspiration in times to come for other emergencies with which in the natural course of events we shall be confronted. Let us hope that the soldiers and the citizens in the days to come will meet their problems in accord with the traditions established and so valiantly upheld by the members of the Massachusetts 104th Infantry at Apremont.

The address finished, Mrs. Shelton drew the cords which unveiled the painting, and disclosed the memorial which takes a worthy place with those in the State House that commemorate other notable incidents in Massachusetts' history. It covers the entire wall on the third balcony from floor to ceiling and is about twenty-nine feet in length. It shows the veterans of the 104th lined up at attention in front of General Passaga and his aide, the French commander decorating the regimental colors. High above the heads of the standard bearers floats the red, white and blue of the flag the regiment brought back from France.

General Passaga Comes to Boston—An interesting aftermath of this occasion was the coming to Boston early in July of 1927, of General Passaga to meet such as he could of the 26th Division, and to decorate the new colors of the regiment—the originals had been placed in the Hall of Flags at the State House as a permanent exhibit, and a new stand was presented by the War Department. The decoration ceremony took place at Camp Devens, July 14, 1927, a date which is beloved of the French since it is a national holiday known as Bastile Day. The general was the first French officer of high command to visit this country to honor American troops in such a manner, and his progress through historic New England was a series of ovations. One of his first visits was to view the mural painting of which he is the principal figure.

Those Who Were Decorated After Apremont—Lest we forget, the names are here again recorded of the 116 soldiers, all New Englanders, who were the recipients of the French cross on that Sunday in Boucq, which General Passaga pinned on the breast of these men with appropriate tributes to their valor. The recipients were:

Colonel (later Brigadier-General) George H. Shelton.

Captains—George A. Roberts, Edward J. Connelly, Walton S. Danker, Oscar A. Dudley.

First Lieutenants—John B. DeValles, James G. Rivers, Edward H. Phillips, Harold T. Lowe, Henry R. Knight, Roswell King, Allan L. Dexter.

Second Lieutenants—William E. Barnett, Crawford J. Ferguson, W. C. Day, Alton K. Dexter, Horton Edmonds, William H. Murphy, William Penn, J. C. Galvin, Marland G. Hobbs, Leroy S. Wilcox.

Sergeants—John B. Borgeois, John T. Courtney, Les P. Amacques, John A. Dickerman, Earl F. Snow, William R. Connelly, Joseph H. Moore, James W. Corbin, Ray D. Jackson, John J. Ward, James F. Casey, Charles F. O'Leary, John C. Granstoff, Warren R. Prouty, George U. Young, R. B. Melendy, Harold Scarborough, Thomas McElhone, James E. J. MacGuire, William F. Tanner, Harry E. Roche.

Corporals—Russell A. Hoyt, Francis P. Gunther, Axel M. Lee, David A. Casagrande, Richard M. Hill, Arthur J. Ball, George A. Robideau, Roy L. Boyee, Irving L. Nevells, Nathan W. Eaton, Harry Nelson, Frank B. Amarel, Fred D. Christiansen, Bert A. Fosberg, Frank E. Daley, Henry F. Caron, Mark F. Cosgrove.

Privates—John H. Murphy, Joseph H. Blair, William R. Davis, Joseph J. Gannon, E. L. Lane, Edward F. Fitzgerald, Alfred P. Lee, Charles Marine, James M. Sharp, Carl H. Alsen, Joseph F. Campbell, Roland E. Cole, Walter L. Howland, Charles K. Knutson, C. S. MacArthur, L. MacDonald, Hugh B. Savage, Robert C. Slattery, Harold E. Hobson, Rudolph P. Foster, Kenneth B. Page, Charles M. Dodge, Walter J. McCann, Aylvin J. Blunden, George W. Day, Arlington C. Cullen, G. Hill, Joseph Hulub, William J. Kelleher, Obrey Huntoon, Walter J. Lannon, James A. Olivier, Harold R. Sleeper, Luke V. Moran, Edward Brilton, William G. Gaveney, Alfred G. Champagne, Max Levine, Ignas Perednes, Bertram C. Raynor, John Stesanick, Carl Zemmpetti, Carl L. Houghton, Richard F. Hull, George S. Irwin, John Robbie, Marcial Lejeunesse, David Stambler, Harold K. Hanson, Egiste Donnissoni, Stanley Grezwacz, Earl F. Howe, Nicholas Waskewich, Richard M. Weisser, George W. Nelson, Ralph Dawes, William Houston, Robert R. Twiss, William F. Wruck.

Massachusetts Committee of Public Safety—The history of any war is far more than a story of soldiery and the acts of governmental authorities. Behind both of these are the stay-at-homes, the citizenry who must support both government and soldiers. Theirs is not the danger and the horror of the battlefield, but their service is no less vital to success in war. The war with Spain made it quite evident that soldiers and ships were not all that were necessary for superiority in arms. The World War showed as never before that the winning of a battle of nations was dependent upon the organizing abilities of a country, the ability of its peoples to get together in all things for the concentration and consecration of all resources, all manufacturing facilities, all human agencies in the will to win. America astonished herself and the world by the promptitude and skill with which her unprepared, unmartial citizens organized for war. It had been thought that only an autocracy could center a nation's activity in military affairs. But it was soon proven, once the greatest republic in the world had decided to take a

hand in quenching the conflagration which was spreading over the earth, that a people trained in the management of their own governmental affairs, could also do so in the exigencies of war. One of the marvels of the late great conflict was the spontaneous growth of commissions, committees and organizations ready to take in hand the problem of the moment, to solve it, and enforce, if necessary, the solution.

Preliminary Conditions—One of the most notable organizations of the World War was the Massachusetts Committee of Public Safety. It was the first of its kind in the United States, always a leader, and the model after which like committees were patterned in other states. With all that was known in this country of the progress of the war abroad, there was very little appreciation of the possibility of our Nation being drawn into it. Perhaps some future psychologist may be able to explain how a liberty-loving people could watch for three years the rights of freedom trodden under foot, its own country's flag insulted, its citizens murdered upon the high seas, and still be unready to strike a blow, or even make definite preparations to strike one. Our army was but little larger than in peace times and was scattered in various parts of the States and globe; what increase there had been in the making of munitions and supplies was chartered to belligerents abroad; our transportation systems were incapable of handling the products of peace; we were deficient in arms, armament, equipment and material. But the land was filled with a prosperity such as never before had visited it. The optimism born of a freedom from major conflicts for more than half a century held us in a thrall. Had we not beaten Spain in 1898 within a few months? Would any country have the temerity to challenge a people who were so ferocious when once it arose in its wrath? And all the time we were not only being challenged but held in positive contempt.

The Governor Appoints the Committee—The awakening of the United States came suddenly in spite of three years of warning from across the sea. It was abruptly thrust home that there was a foe abroad who openly boasted that the war would be over before we could lend a strengthening hand, and cared not for our friendship then or later. All of this became evident in Massachusetts before the actual declaration of war, and it was in anticipation of the immediate entry of the United States into the war that prompted Governor McCall, as the spokesman for the people of Massachusetts, to name a hundred citizens of the Commonwealth as a Committee on Public Safety. This was on February 9, 1917, and the suggestion upon which the action was taken came from James J. Storrow and Charles F. Weed, president of the Chamber of Commerce of Boston. The avowed object of the committee was to "secure protection from foreign aggression and insure against treachery

and violence within the State. As a corollary thereof, it was pledged to coöperate with the administration at Washington in all matters relating to the public weal as far as affected by the war cloud then enveloping Europe and threatening to burst upon our land at any moment." It is to be recalled that at this time we were not yet at war.

This Committee of Public Safety was the first practical effort of a thoroughly practical State to organize its resources of men, material and food for defense. Later the scope of the work of the committee was materially broadened until it included almost every phase of State and individual activity not under the direction of some established agency. It was the pioneer in its field, its form of organization and the plan for its development being copied in other parts of the United States, even the Council of National Defense being, in part, modeled after it.

The Men Selected—The men selected by the Governor to serve on the committee were chosen without regard to creed, political affiliation, social or racial distinction, and formed a thoroughly representative body. James J. Storrow was appointed chairman, the membership consisting of: Henry Abrahams, Charles H. Allen, Hon. Butler Ames, Charles S. Baxter, Frank P. Bennett, Col. Everett C. Benton, Charles S. Bird, Spencer Borden, Jr., Charles W. Bosworth, Roland W. Boyden, Dr. L. Vernon Briggs, George E. Brock, Dr. William A. Brooks, William M. Butler, Charles F. Choate, Jr., A. H. Christie, Charles H. Cole, Hon. Calvin Coolidge, Hon. Louis A. Coolidge, Hon. Channing H. Cox, Hon. W. Murray Crane, Henry H. Crapo, Alvah T. Crocker, John W. Cummings, Hon. James M. Curley, Hon. Edwin U. Curtis, Hon. Grafton D. Cushing, Harvey Cushing, Henry S. Dennison, George A. Draper, Albert Greene Duncan, Arthur W. Eaton, John W. Farley, Walter C. Fish, Hon. John F. Fitzgerald, Archie N. Frost, Louis A. Frothingham, Harry W. Garfield, William A. Gaston, Edward W. Glines, Levi H. Greenwood, Edwin Farnham Greene, Walton A. Greene, Edwin A. Grozier, John W. Haigis, Matthew Hale, Charles H. Hayden, Robert F. Herrick, Henry L. Higginson, Richard C. Hooker, James H. Hustis, George N. Jeppson, J. Lovell Johnson, Benjamin Joy, Eben S. S. Keith, Louis E. Kirstein, George E. Kunhardt, Louis K. Liggett, Edmund W. Longley, A. Lawrence Lowell, Frank J. Ludwig, Hon. George H. Lyman, Richard C. Maclaurin, Frederick W. Mansfield, Robert E. Marden, Frederic C. McDuffie, J. Franklin McElwain, Grenville S. McFarland, Alexander Meiklejohn, Guy Murchie, Robert L. O'Brien, Joseph H. O'Neil, Eugene W. Ong, James J. Phelan, William B. Plunkett, J. W. Powell, Oliver Prescott, Frederick H. Prince, A. C. Ratshesky, Russell Robb, Bernard J. Rothwell, John L. Saltonstall, Edward F. Searles, Joseph A. Skinner, Frederic S. Snyder, Philip L. Spalding, Godfrey de

la Tannancour, Charles H. Taylor, Thomas W. Thatcher, Hon. David I. Walsh, Charles G. Washburn, Charles F. Weed, Henry G. Wells, George R. White, E. Marston Whitin, Sherman L. Whipple, James T. Williams, Jr., Butler R. Wilson, Daniel G. Wing, Robert Winsor.

Subsequently the Governor added the following names: W. A. L. Bazeley, Edmund Billings, H. F. Brock, Charles C. Doten, Mark Temple Dowling, Henry B. Endicott, William F. Fitzgerald, Alvan T. Fuller, John L. Hall, Ira N. Hollis, Stillman F. Kelley, Arthur A. Kidder, Walter L. McMenimen, George von L. Meyer, Charles A. Pastene, Gardner W. Pearson (ex-officio), Robert L. Raymond, Milton F. Reed, Simon Vorenberg, Frank W. Whitcher, Roger Wolcott.

During the interim of about seven weeks, before the actual participation of this country in the war was assured, the committee laid the foundations upon which its later work was so ably built. The record of its multifarious activities is too large to be more than summarized. George Hinckley Lyman, at the behest of the Governor, collated and published what he is pleased to call a "synopsis of the part taken in the Great War by the Massachusetts Committee on Public Safety." It is a voluminous work, well worthy of study by one desiring a fairly full account of the proceedings of the committee. Only the barest outline will be given here, and this more for the purpose of showing the number of fields of labor the committee was forced to consider and enter in upon, than with any expectation that a comprehensive, or even a directly suggestive account could be given in a chapter. Mr. Lyman had difficulties in condensing the more important acts to the limits of one large volume.

A small executive committee handled the work requiring immediate attention until the larger body could be gotten together and organized. The most pressing need was the perfection of local defense. One of the first duties was to see that the "existing official military organizations of the State should be fully equipped to the last detail for a possible call for service." Then plans must be laid for the assistance and coöperation of every city and town within the Commonwealth, no small task when it is remembered that there were 295 towns in the State and 38 cities. All but one of the cities and 251 of the towns answered the call or "acted in full accord, sympathy and coöperation with the purposes and requests" of the committee. On the basis of population 95.8 per cent. of the entire citizenship of the State were represented as a part of the Safety Committee, or working with it.

Preliminary Committees—Of the preparatory committees appointed, the one on finance showed the patriotism of the wealthier citizens of the State. Within a few days more than $100,000 was subscribed as a special fund to be disbursed by the executive body. On March 19, 1917, the

Legislature appropriated $1,000,000 to be expended "in defraying the military, naval and other expenses which the emergency arising out of existing conditions, and the exigencies of possible war" might render requisite and proper. This sum, later, was made available for the use of the committee. What actually was done with it, at this time, was to expend it for equipment needed by the military and naval organizations.

The Committee on Coördination of Aid Societies attempted to amalgamate all the societies of similar character throughout the State, to the end that the sum total of their combined efforts should constitute one well-balanced and productive whole, without either duplication or overlapping. The National government had not determined what forms its activities in these lines might take. There were many of the larger agencies, such as the Red Cross, the Special Aid Society, the Civic Federation, the Federated Women's Clubs and others that were ready for action, but what each should do had yet to be decided, as well as how they might work best with each other, and a thousand and one details had to be worked out. There was also the surety that minor, and in some cases useless or even criminal, agencies would enter the field, and against these, the people must be protected. The Red Cross, with its greater experience, was given the widest scope, and became the clearing house for information in greater Boston, as well as the center around which much of the benevolent organizations clustered. D. Preston Clark, the chairman of the committee, was the presiding genius, giving unstintedly of his time and effort in guiding the coördinate work of the men's and women's activities in their relations to the Committee on Public Safety.

The Committee on Industrial Survey and the Committee on Transportation investigated the resources of the State as regards manufacturing facilities, and the ability to transport troops, supplies and the like. Both committees kept in close touch with the Secretary of War and the President of the War College, as well as other National officials.

The Committee on Federal and State Legislation was a sort of legal advisor to the Executive Committee and aided in the drafting of many of the emergency laws passed at this time such as those having to do with the home guard, dependent aid, State pay for soldiers, the $1,000,000 special appropriation, and empowering the Governor to appoint 300 members of the State Police. By far the most important State law enacted as affecting the Committee on Public Safety was the Commonwealth Defense Act, the most drastic and at the same time the most vitally important law ever passed for the protection of the State. It was the first law of its kind to be enacted in the Union, but is, unfortunately, impossible of even being summarized.

The Committees on Mobilization and Concentration Camps, Horse,

Trucks and Motor Cars, made a careful study of the resources of the State in these things. Framingham had the only available mobilization camp at this time. Five thousand motor vehicles were enrolled, but fortunately no military emergency called for their actual service. The Committee on Publicity, working in close harmony with the newspapers, did most valuable work in putting before the public the facts and needs of the day. The committee was able to get Thomas J. Feeney, publicity director for the New England Telephone and Telegraph Company, for the first few months. Later John F. O'Connell represented the body. When the Food Administration was organized early in July, 1917, Mr. O'Connell did valiant work in giving publicity to its multitudinous activities.

Military Committees—The preliminary committees so far mentioned were non-military in interests although theirs was the duty to look over the ground in anticipation of martial events. As shown by the initial vote, it was considered of paramount importance that the military organizations of the State should be ready and equipped. To this end, a series of committees was established whose functions were more distinctly military or naval in character. The Committee on Land Forces went out of existence at about the time that the first troops went to the front.

The Committee on State Protection made a survey of existing conditions and the points of danger in the Commonwealth, making recommendations based on its findings. It was responsible, as far as any body can be said to have been responsible, for the creation of the State Guard, or Home Guard, as it was often called The State Volunteer Militia had been merged into the National Guard on October 12, 1907, and on July 28, 1917, this was enrolled in Federal service. It was therefore necessary for the Commonwealth to have some other organization for self-protection, hence the State Guard. It was authorized by the Legislature, April 5, 1917, under a board consisting of Hon. Butler Ames, Brigadier-General, commanding; Samuel D. Parker, Brigadier-General; John J. Sullivan, Brigadier-General; Elmore D. Locke, Lieutenant-Colonel; Stephen W. Sleeper, Lieutenant-Colonel; and Philip S. Sears, Major. General Ames was a graduate of West Point, who had seen service in the Spanish-American War with the rank of Lieutenant-Colonel in the 6th Massachusetts Regiment. He later, as the commander of the State Guard, was promoted to the rank of major-general. The Guard had been recruited to a strength of 9,000 within three months, and had about 735 officers and 10,900 enlisted men by January 1, 1918. The organization consisted of three brigades with eleven regiments of infantry, or approximately 145 companies. To four of the regiments machine gun companies were attached, and in addition there was an independent battalion of four

companies making up the 1st Motor Corps, and the 1st Troop of Cavalry, and a medical department. The many duties devolving upon the "Guard," and the many services rendered are too numerous for mention.

The Committee on Naval Forces was appointed to strengthen the work of the naval militia, about a thousand in number, and to arrange for the more effective protection of our coast defenses. More particularly its service embraced: Enrollment of the Coast Defense Reserve; enrollment of vessels suitable for a patrol fleet; arrangement for bases, arms and ammunition; means of communication and arrangements for transportation and special equipment; coöperation with the naval militia, and assistance in the commissioning of the existing Naval Flying Corps Unit, and in the enrollment of additional flying units; coöperation with all special aid societies; directing all naval activities pertaining to that part of Massachusetts not in the First Naval District into the proper channels of the Second Naval District.

The Committee on Military Equipment and Supplies was formed with the intention of equipping the National Guard with all needed supplies. When the National Guard was taken over by the Federal government in the middle of 1917, thenceforth its duties concerned the equipping of the State Guard. Besides the things supplied the above-named body, the committee supplied the State Guard with equipment for 8,500 men, incurring an expenditure of $357,565. This was but a small part of the things the committee accomplished, for in addition to other needs taken care of, it may be said that it was due to its work that the National Guard of the State entered the Federal service more fully equipped than any other unit in the country; and also to it may be attributed the prompt readiness of the famous 26th Division for movement abroad.

The Committee on Recruiting first enlisted the aid of two hundred public spirited men in all sections of the State for the important task before it. By personal solicitation, by all manner of advertising, by speakers' bureaus, by every conceivable means, men were recruited for the military and naval forces of the United States. First the National Guard had to be recruited to its full strength which, in the early weeks, was very difficult since the Government demanded that its members sign for a six-year service. Then came the needs of the Regular Army, in which little help was given, probably because attention was centered upon the Guard units. The First Liberty Loan next commanded attention, and there were many minor duties for the committee to perform. The Massachusetts National Guard was quickly brought up to requirements, more than 900 being enlisted in one day. For the Regular Army, up to the time of the first call under the Selective Draft Act, August 1, 1918, Massachusetts obtained 8,335 volunteers, or about four times as

many as all the other New England States combined. The Commonwealth was one of the seventeen of the forty-eight States to enlist in Regular Army quota; only four other States exceeded it in the number enlisted, and all of these were larger in population than Massachusetts.

Minor Organizations—Other committees, indirectly affecting military preparations, appointed in the early days were: The Committee on the Prevention of Social Evils Surrounding Military Camps, and others having special and often short-timed duties to perform. Such were the Military Organization Schools assisting at Framingham and Wakefield; Liberty Bond drives among National Guardsmen; the Volunteer Dental Committee; the Chiropodist Preparedness Committee (the services in both of these were gratuitous); Peter Bent Brigham Hospital Unit, assistance in the getting ready of which was given; the Radio School, which expanded from the Customs House to the Mechanics Building, and from which 530 entered military and naval service well qualified, and 254 others were prepared; the Speakers' Bureau, in charge of A. A. Kidder, which worked in coöperation with all sorts of drives; and the Four-Minute Men, which organization was originated in Boston under the leadership of Atherton D. Converse, and carried on by Arthur J. Crockett. This organization consisted of seventy-one chairmen and four hundred and fifty speakers at its height; a hundred and fifty moving-picture places and theatres gave opportunity to these men with their four-minute message on the needs of the immediate present.

The Manifold Operations Carried On—So far we have been considering the preparatory and early special committees, whose activities ceased or were in the process of completion prior to the federalizing of the troops, July 28, 1917. On this date and again in October, important changes were made in the scope and management of the Safety Committee. New work was loaded upon it through the appointment by Secretary Hoover of Henry B. Endicott as Federal Food Administrator for New England, and the establishment of Food Conservation Committees throughout the State. In October, Mr. Storrow took entire charge of the Fuel Administration in New England, which took practically all of the chairman's time and energy. Fortunately, the foundations of the Committee on Safety had been so firmly laid that even the upheaval taking two of its leaders did not weaken the structure. From now on, the most important work of its career had to be accomplished. For an organization so hurriedly formed, working always under irksome conditions, and the clerical part in inadequate quarters, its members scattered throughout the State, although most were located in the metropolis, with emergency following emergency, with haste always required,

it is still a cause for amazement at the perfection with which it functioned, and the success that attended its efforts. Mr. Endicott is remembered as Fuel Administrator, yet he was the arbiter and arbitrator in more than one hundred and fifty strikes at a time when there was the greatest of labor unrest and an increase in the cost of living that was unprecedented. Only twice were there attempts to override his findings, and both failed. The saving to Massachusetts and the Nation through these arbitraments is estimated at fifty millions of dollars; perhaps a half million workers were fairly paid and kept reasonably contented.

Special Services—Among the miscellaneous activities of the Massachusetts Committee on Public Safety during, for the most part, the period after the declaration of war, were those of somewhat unrelated committees, and those of a temporary nature. The Committee on the Solicitation of Funds for Patriotic Purposes was the expansion of the preparatory body for the coördination of aid societies. It was in existence eight months during which 366 activities were investigated. The intent of the investigation was to prevent duplication of effort with its danger of inefficiency, wastefulness and sometimes dishonesty. George H. Lyman was chairman.

The mobilization by committees of the main organization of the sawmill units, of the schoolboys for farm service had picturesque features. Lord Lovat said: "The New England Sawmill Unit was the best sporting event that has come to my attention during the war." In the camps for boys, established in various parts of the State, hundreds gathered to give aid to the farmers. Twenty-five hundred boys were placed on farms in the summer of 1918, while 1600 worked during the year before. It is thought that during 1918, nearly $2,000,000 worth of farm products were added to the supply of Massachusetts.

On December 6, 1917, word came to Boston of the catastrophe that had overtaken Halifax when two vessels loaded with munitions collided, exploded, laying half the city in ruins. Within three days the committee had a relief ship on the way with another following. About a half million dollars were raised and expended within a few weeks in the rehabilitation of the Canadian city.

Three committees provided an emergency hospital in the Commonwealth Armory, Boston; provided for the training and instruction of disabled soldiers and sailors, and organized the most of New England for efficient transport on the highways. Of different character, but each by its name showing the sort of work in which it was engaged, were the Committees of Americanization; Landlord and Tenant (War profiteering); Commercial Economy; Non-War Construction; the Influenza Epidemic of Autumn of 1918; Emergency Health Committee.

Women's Activities—The story, thus far, has been that of the men who served on the Committee of Safety. But the story would be but illy told if the tremendous part played by the women of Massachusetts was not emphasized. They rallied with the men to the call of the country, and with untiring zeal and helpfulness accomplished many things quite beyond the abilities of other than their sex. In May, 1917, Mrs. Nathaniel Thayer, of Boston, was chosen temporary, later permanent, chairman of the Massachusetts Division of the Woman's Committee of the Council of National Defense, and from this time the women became more and more prominent in all phases of the work in the State for which they had particular fitness. The Committee of which Mrs. Thayer was the able chairman, gathered in one unit the activities of the women's organizations of the State; appointed local chairmen in each of the 356 cities and towns through the State; and brought about a coöperation of the women's societies that made for an efficiency of labor during the eighteen months that the council functioned. The work of the council was done by a series of committees, the most important of which will be mentioned.

The Committee on Child Welfare had a program which included: public protection of mothers, infants and young children; home care and income; child labor and education; recreation; children in need of special care. The work of the organization filled so great a need that it was continued by other organizations after the war. The Committee on Women in Agriculture for 1918 registered 1,200 women for agricultural service. Our language still retains the flavor of this effort in the word "farmerette." The Committee on Health and Recreation, under the leadership of Mrs. Clarence R. Edwards, accomplished its best service by means of girls' leagues formed in twenty-two cities and towns, and through the backing given the different War Camp Community Service in the cantonments. The Committee for the Maintenance of Existing Social Agencies was coördinating rather than executive. It made a survey of the field, and conditions growing out of the shortage of social workers, many of whom had been drawn into the Red Cross and similar organizations. And the peace time agencies were encouraged to adapt their activities to war conditions.

The Army and Navy Yarn Shop Committee, Education, Women in Industry and Publicity hardly need to be explained, but were no less necessary or lacking in importance because their work defies summary.

Food Administration—To the ears of one who lived in this country during the World War, the term Food Administration has a familiar sound. Never had the American thought much about what he ate, or

felt any restraint upon his appetite other than that imposed by his pocket-book. For two years, 1917 and 1918, he was to learn things about food that he never knew, eat what he never had eaten, and do without what he thought was produced in endless quantities. Early in 1917, Herbert Hoover was recalled from Europe to advise the President and Congress in matters concerning the food supply of this country. He, before any provision had been made by Congress, went ahead creating organizations preparatory to any measures taken by the Government. As previously stated, Henry B. Endicott was requested to act as Mr. Hoover's representative in Massachusetts, and as such he named a Board of Food Administration selected from the widest range of interests. In August, 1917, the Food Control Act was passed by Congress which gave authority to the board selected by Mr. Endicott.

The Food Administration was charged by this act with a variety of duties. "It was to regulate exports so that adequate supplies should be left in this country for the use of our own population; to arrange for an equitable distribution of food supplies within the United States, so that all sections should have food stocks adequate for the people's needs; to check speculation and profiteering activities, in order that such supplies as were available might reach the consumer at as low cost as possible; and to effect prevention of waste, and actual conservation of stocks, so that sufficient supplies of exportable foods should be available for the feeding of our own armies abroad, for the armies and civilian population of allied countries, and for the relief of stricken people in the war zone. The Department of Agriculture was charged with the task of planning for the stimulation of production, so that in succeeding seasons, production of essential commodities should be adequate to war-time needs.

"The problem confronting New England was more difficult than that of other parts of the country because of the relatively small food production compared with food consumption, and also on account of the remoteness of New England from the large sources of supply, and its dependence on overburdened transportation systems. Altogether, New England was in a critical situation with regard to her food supply, and problems of provisioning became very intricate. The Atlantic seaboard, and particularly the northern ports, furnished the outlet for war supplies moving toward Europe. The main railway lines were compelled to give preference to such export commodities. The enormous growth of industries manufacturing war materials added a further burden to the railways. The very condition of the New England transportation systems was of itself a menace, as the chief railways were in a state of virtual bankruptcy, and neither funds nor actual supplies were available for

rehabilitation. The extreme winter of 1917-18 imposed the severest task of recent years on all transportation systems. Added to this, the withdrawal of coastwise shipping for government uses threw upon the rail systems the burden of an enormous tonnage normally moving by water."

Voluntary Coöperation of the People—From the first, the policy of both State and Federal food administrations was to accomplish the utmost possible by gaining the voluntary coöperation of the people, especially of the food handling trades. Nor did Hoover believe in the policed rationing of supplies, and except at the height of the sugar shortage, did the Administration establish a legal system. The food handling trades were required to furnish data concerning available stocks, but were interfered with otherwise but little. Special efforts had to be made to increase the production of food and the economical distribution of it, with care taken to prevent profiteering. The policy of the Administration was to place consumer, handler and producer upon their honor, and the results proved the wisdom of the course.

More important than the regulatory functions of the organization were those of education and publicity. "It was the belief of all concerned in the Federal and State Food Administration work that if the people of the United States were once given the facts, together with suggestions for meeting the emergency, their response would be prompt and adequate." In Boston this was difficult for there was such a large number of its residents who could not read a newspaper or bulletin, and much ingenuity was expended in getting around this difficulty. There were many activities of the Food Administration, some of short duration, some which had to be continued for awhile after the war. A really great authority and power was placed in the hands of the members, but seldom was this abused. Significantly, when once the war was over, the Food Administration dwindled to small proportions almost immediately.

How the Work Was Divided—The work of the Food Administration was carried on by a system as elaborate as that of any government, the direction, in most cases, resting in the hands of committees. The main divisions of administration covered: Production of food and its direct distribution close at home; conservation and publicity, including everything from home economics to bulletins; regulation of the food trades; public eating places and bakers; food commodities with its campaigns for the conservation of certain foods, and the encouragement of the use of some others like fish and dairy products; transportation and adjustment division; and fuel supply for the food industries.

The powers that were, did well their work. We learned to reduce

our use of wheat and sugar which we liked, and eat corn and sweetenings for which we did not care. There were wheatless days, meatless days, fat saving days, sugar saving days, even garbage days, and curiously enough we were the better for them. We ate fish that had hitherto been considered inedible,—dog fish, squid, skate and shark. All this had to be learned, but the Food Administration was not the least remiss in teaching, in fact, one could not get away from teachers. One of the sights of Boston was the five little Conservation Cottages on Boston Common. In the center was the Food Administration cottage, a bureau of information of the activities of that body. Flanked on one side, was the Food Facts Bureau Cottage supported by the Women's City Club of Boston; on the other was the National Civic Federation Cottage, where cookery demonstrations were given twice daily. The fourth building was the Children's Cottage of the Woman's Food Committee, where 24,000 persons came during that summer seeking information about child welfare. The fifth cottage was that of the Red Cross, where the activities of the Society were explained. It was a picturesque group, a summer university with a student roll of 25,000. It did splendidly, but it was but one of the many means used to teach folk what war meant to the stay at home, and what each must do to bring the conflict to a speedy close.

The Fuel Administration—The Fuel Administration, with Mr. Storrow at its head, was established on October 9, 1917, succeeding the Massachusetts Coal and the New England Coal committees. It had to meet a very real crisis from the first, for the speeding up of the factories of New England used up the local supply of coal, and the railroads were so overladen as to be unable to renew the supply. New England has always suffered under the disadvantage of being farther removed from coal mines than the other manufacturing states, and as the war progressed water transit was all but done away with. Mr. Endicott at the final meeting of the Committee on Public Safety, said in part:

> Mr. Storrow was appointed Fuel Administrator for New England. As soon as he was appointed, he realized the seriousness of the situation here,—one more serious, I believe, than in any other part of the country. He went to Washington and took up the matter with the "powers that be" . . . . until it finally dawned upon the people there that what he had been telling them was absolutely true, with the result that today they hold up the New England Fuel Administration as a model to the entire country. I know that he has made himself responsible at times for $10,000,000 worth of coal; I know he has been working here night and day; I know that if it had not been for him some of us would have been cold in our homes last winter; and I know that in all probability but for Mr. Storrow's organization, the thousands of factories would have had to close. He had such an organization that he knows where every barge is, every pound of coal that is shipped, and nearly every pound of coal that is wanted. It is my judgment that

there are more thanks due to Mr. Storrow throughout New England than to any other single man in this part of the country.

The work of the Administration was carried on in other States by county officials, but the scheme which made the Fuel Administration so uniformly successful in New England was based on local committees appointed in every town having a coal dealer; there were 312 of these committees in Massachusetts. During the severe winter of 1917-18, the hand of the Fuel Administration rested heavily on those who misused the meagre fuel supplies on hand, but in spite of the tremendous handicaps of distant location, impeded traffic, lessening production (proportionately) of the mines, New England suffered but little, and the "heatless days" were few, and there was no wholesale closing down of industries not directly contributing to the needs of the war.

The Committee Dismissed—On November 20, 1918, nine days after the armistice was declared, Governor McCall called the Massachusetts Committee on Public Safety together at the State House, for the purpose of dissolution. The organization had been a war committee and once the victory at arms had been won, it was felt that the time was at hand to terminate its existence. His Excellency after complimenting the committee upon its work, with special commendations of several of those who had been at the helm, said in closing:

> I am not going to attempt to review the work of this Committee. I appointed it in order that it might be an arm of the Executive Department, and it has proven a mighty arm on which I could very confidently lean. It has helped to marshal the young men of the Commonwealth, operating, of course, with very many men outside, with the members of our different advisory boards and draft boards, who gave up their whole time; it has helped also to marshal the industries of the State. It has settled by the hundred, industrial disputes between employers and employees, so that the wheels of our factories have been kept turning, and I think I can say without boasting that there has been no State that has made a nobler or a prompter response to the calls of the President of the United States than has the Commonwealth of Massachusetts. . . .
>
> The history of the part that Massachusetts has played in the Great War would be imperfectly written if it did not have very much in it about the work of this Commonwealth, and therefore I thank you from the bottom of my heart, both on my own account and for all the citizens of the Commonwealth, for what you have done to help keep the Commonwealth, in time of national danger, abreast with its noblest traditions.

After remarks by Mr. Endicott, Mr. Storrow, and Mrs. Thayer, the Governor declared the committee dissolved. "Thus, after twenty-one months and ten days of patriotic service," writes George Hinckley Lyman, from whose report this account has been drawn, "the Massachusetts Committee on Public Safety ceased its activities as a unit of the great home army, which, gathered from every State of the Union, had

been the backbone of our combat army,—a part fighting on foreign soil, a part straining at the leash and eager to cross the seas."

America entered the lists at a crucial time. She stayed to play the game, to do her duty, to do her utmost, to win. She poured out her wealth on the altar of her country's flag, mobilized her vast industries from sea to sea, and backed with all her latent strength the cause for which she fought. For us it was a people's war. It was the people's cry which finally forced the issue,—that people, American men and American women, whose teachings from infancy were founded on the right to "Life, Liberty and the pursuit of happiness."

"We can therefore look back to that far-off time when under the thirteen stars our sires won for us a glorious liberty, and say that it was only right to expect that Massachusetts should again rally foremost at the front when the cause of Freedom, of Humanity, of Civilization was at stake!"

Massachusetts War Memorial—The question of erecting a suitable memorial or monument to the soldiers of Massachusetts in the World War was, in the summer of 1927, still unanswered. The delay, while great, has characterized the building of war memorials everywhere. The United States was signing contracts during late 1927 for structures abroad which it was feared would not be completed to celebrate the tenth anniversary of the departure of the A. E. F. from France. The three most ambitious of the monuments in France were to be erected at Chateau-Thierry, on Mount Sec, and at Montfauçon. They were to signalize our three greatest battle efforts in the Aisne-Marne Sector from June to August, 1918; St. Mihiel in September, and the Argonne drive from late in September to November 11, 1918. Many smaller memorials were to be erected to mark other localities where American troops were engaged along the western front. In recognition of the navy's part in ferrying and convoying the American soldiers to France, a monument was to be erected at Brest, another in London in memory of the navy's coöperation with the British. Memorial chapels were planned for France, Belgium and England at eight places which are now virtually American soil, and where are buried 30,000 soldier dead. Other monuments were to be built at Gibraltar, Corfu, Rome and elsewhere. Memorials to troops from sections of the United States are frowned upon, it being realized that the ground over which the American soldiers had fought had been the battlefields of other troops before ours had arrived; and it was thought more fitting that there should be built in the home places of their soldiers such monuments as are deemed suitable.

That Massachusetts still remains unable to decide what it wants or

where to place whatever is decided upon, is not a matter for criticism. The memorial must be fitting to the deeds of the Commonwealth's soldiers, and fittingly placed, and the permanent occupancy of the site cannot be forgotten. Whether it should be simply ornamental, or serve useful ends; whether it shall be a monument on Copley Square; a vast Memorial Hall in some part of the city, the meeting place for thousands; or a graceful bridge across the Charles dominated by a great tower, has never been determined. It must be beautiful, impressive and worthy; a something which will be a shrine and an inspiration to the beholder; a monument which is a true expression of the memorial feeling now within the hearts of the people. It is a solemn task, but one soon, it is hoped, to be accomplished.

GOLD STAR LIST.

Abbiento, Domenico, Co. A, 305th Inf., 77th Div., of disease, France.
Abbott,. Edmund Benton, Corporal, Service Co., No. 1, Q. M. C., disease in Camp Johnston.
Abraham, Thomas, Co. A, 101st Inf., 26th Div., disease overseas.
Adams, Irving William, Bty. B, 7th F. A., 1st Div., killed in action, France.
Ahearn, Frank Joseph, Co. M, 73rd Inf., 12th Div., disease in Boston.
Akabas, Maurice W., Hq. Co., 143d Inf., 36th Div., killed in action, France.
Akins, Harry Joseph, Co. B, 102d M. G. Btn., 26th Div., killed in action, France.
Alexander, Curt, Army field clerk, 1st Lt., disease in Staten Island Hospital.
Alsen, Carl Henry, Hdq. Co., 104th Inf., 26th Div., killed in action, France. Awarded C. de G., with gilt star.
Allen, Julius Pinteritz, Co. B, 102d M. G. Bn., killed in action, France.
Allen, Walter H., Canadian Inf., killed in action.
Allen, William H., Co. H, 103d Inf., 26th Div., died of wounds received in action, France.
Almiro, Patricio, Ward room steward, U. S. N., died in Va.
Amerena, William Richard Rupert, Co. A, 60th Inf., 5th Div., killed in action, France.
Amory, Thomas Dwyer, 1st Lieut., Inf., Co. B, 26th Inf., 1st Div., killed in action, France. Awarded D. S. C.; rec. for Congressional Medal of Honor.
Anderson, Harry Louis, cabin steward, U. S. N., Naval Training Sta., drowned Newport.
Anderson, Daniel Francis, corporal, 6th Truck Co., 101st Sup. Tn., 26th Div., disease in France.
Anderson, John William, 20th Co., 5th Marines, 2d Div., killed in action, France.
Anderson, Julian, Tr. L., 15th Cav., killed in action, France.
Anderson, William Edward, Co. A, 102d M. G. Bn., 26th Div., killed in action, France.
Andrews,. David J., 2d lt., Q. M. C., R. A., died in France.
Andrews, Hendrick, 49th Co., 151 D. B., disease at Camp Devens.
Andrews, William Galen, chief yeoman, U. S. N., R. F., died of disease, Chelsea.
Anslow, Henry George, corporal, Co. D, 28th Inf., 1st Div., killed in action, France.
Archer, John, Co. L, 30th Inf., 3d Div., killed in action, France.
Armstrong, Arthur Sullivan, Co. L, 23d Inf., 2d Div., killed in action, France. Awarded C. de G., with silver star.
Aronson, Harry M., Co. F, 59th Inf., 4th Div., killed in action, France.
Arthur, James Donald, apprentice seaman, U. S. N., disease in Newport, R. I.
Austin, Francis Reed, 1st lt. Inf., 109th Inf., 28th Div., died in action, France. Awarded D. S. C.
Austin, Thomas .Arthur, cook, Supply Co., 101 F. A., 26th Div., of wounds received in action, France.
Baboyan, Charles A., 26th Reg. Bn., disease at Camp Syracuse.
Bagley, Leo Ignatius Lane, 1 Ord. Supply Co., O. M. & R. S., disease at Raritan O. T. Camp, N. J.
Bailey, Margaret Stewart, nurse, Hosp. Train 58, disease in France.
Bain, Charles Ford, 401 Motor Truck Train, Q. M. C., disease in France.
Baker, Herbert E., Btry. B, 73d Co., C. A. C., disease.
Baker, Thomas, Co. F, 15th Inf., disease.

Baldwin, Jessie Priscilla, nurse, Evacuation Hospital No. 4, Base Hos. No. 7, disease in Germany. Cred. to D. S.
Bangs, Louis Stephen, corporal, Co. B, 101st Inf., 26th Div., killed in action, France.
Banister, Ira Hill, 18th Co., 5th Reg., of wounds received in action, France.
Banker, Mitchell (see Cunningham, Clarence B.).
Barbarino, John, Co. D, 2d Engrs., 2d Div., killed in action, France.
Barnes, Edward F., Co. A, 35th M. G. Btn., 12th Div., disease Camp Devens.
Barnum, Frank J., Co. B, 334th Inf., 84th Div., disease overseas.
Baroutsas, John, Co. B, 47th Inf., 4th Div., killed in action, France.
Barrett, Charles J., Co. M., 167th Inf., 42d Div., disease in Germany.
Bartley, James J., corporal, Co. A, 5th M. G. Btn., 2d Div., wounds received in action overseas.
Barton, Allen G., killed in action.
Barry, William J., Co. B, 101st Inf., 26th Div., wounds received in action overseas.
Bates, John Frederick, Co. C, 9th Inf., 2d Div., killed in action, France.
Bates, Oric, F. A., Gen. Off. Tgn. Sch., 31 Tng. Bty., disease Camp Zachary Taylor.
Bausch, William A., Co. I, 18th Inf., 1st Div., killed in action, France.
Baxter, Arthur, 46th Co., 12 Btn., 151 D. B., disease at Camp Devens.
Beck, Henry A., Co. D, 16th Inf., 1st Div., killed in action, France.
Beggs, Frank, special mechanic, 1st class, U. S. N., disease at Norfolk, Va.
Bekeart, John G., Co. A, 101st Inf., 26th Div., wounds received in action, France.
Belegon, George S., Co. M, 308th Inf., 77th Div., killed in action, France.
Bell, Charles Frank, 2d lt. aviation, 20th Aero Sq., drowned in Arizona.
Benenato, Salvatore, Co. K, 30th Inf., 3d Div., wounds received in action overseas.
Bennett, Thomas Henry, quartermaster, 2d class (aviation), disease at L. I. Naval Air Station.
Bennett, William, lt., U. S. N. R. F., killed in action, sinking of U. S. S. "Ticonderoga."
Benson, Raymond Reuben, 51st Co., 5th Reg., wounds received in action, France.
Best, Robert A., Co. E, 101st Inf., 26th Div., killed in action, France.
Bible, Herbert Francis, Co. M, 74th Inf., 12th Div., disease at Camp Devens.
Blake, Andrew P., corporal, Co. A, 9th Inf., 2d Div., killed in action, France.
Blake, Frederick, sergeant, Btry. E, 339 F. A., 88th Div., disease at Camp Pike.
Blake, William, Co. M, 101st Inf., 26th Div., disease overseas.
Blanchard, Hugh Charles, 1st lt. Inf., Co. L, 104th Inf., 26th Div., killed in action, France.
Bletzer, Otto Conrad, Co. C, 8 F. Bn., S. C., 4th Div., wounds received in action overseas.
Block, Leon, Co. D, 325th Inf., 82d Div., wounds received in action.
Bock, Fred Eugene, Co. 5th Reg., 2d Div., wounds received in action.
Bogan, Charles Joseph, Co. A, 104th Inf., 26th Div., killed in action.
Bonner, William Joseph, ensign (Prov.), U. S. N. R. F., disease on "Tjikembaug."
Bonney, Joseph Westley, Co. H, 18th Inf., 1st Div., killed in action, France.
Borges, Antonio Lucio, wardroom cook, U. S. N., disease at Chelsea Naval Hospital.
Borowski, Carl August, 4th Tng. Bn., 151st D. B., disease at Camp Devens.
Bowie, Philip Charles, corporal, Co. A, 102d F. A., 26th Div., disease in France. Recommended for D. S. C. (No. 6610).
Bowren, J. A., Ottawa Cas. List, reported died of wounds.
Brackin, James Thomas, 105th Co., 26th Bn., disease at Syracuse, N. Y.
Bradbury, Melvin E., Med. Dept., U. S. C. T., Antilles, killed in action in sinking of the "Antilles."
Bradley, Lawrence J., corporal Co. C, 102d M. G. Bn., 26th Div., wounds received in action, France.
Bradley, Maurice Vincent, coxswain, U. S. N., disease Naval Hos., Boston.
Bradley, Thomas Joseph, 120 M. G. Bn., Hdq., wounds received in action.
Brandt, A., Ottawa Cas. List, reported "died."
Breck, Francis Pratt, apprentice seaman, U. S. N., disease Naval Hos., Newport, R. I.
Breen, Michael, Co. E, 165th Inf., 42d Div., wounds received in action. Awarded silver star citation.
Brennan, John Joseph, seaman, U. S. N., disease at Naval Hos., Newport, R. I.
Brickley, Arthur J., San. Serv. Unit No. 644, disease at Appilly, Oise. Awarded C. de G., with bronze star.
Briggs, Charles Franklin, Co. G, 30th Inf., 3d Div., killed in action, France.
Broadbent, Walter Franklin, apprentice seaman, U. S. N., disease, Boston Harbor Naval Detention Training Camp.

Broderick, William J., Co. B, 165th Inf., 42d Div., disease overseas.
Bromsoe, Harold, Co. D, 42d Inf., 12th Div., disease.
Bronski, Daniel, Co. D, 60th Inf., 5th Div., wounds received in action overseas.
Broughton, Henry White, corporal, Hdq. Co. 101, F. A., 26th Div., wounds received in action.
Brown, Edward D., corporal, Co. F, 368th Inf., 92d Div., killed in action, France.
Brown, Edwin Arnold, 2d lt., Aviation, Sch. of Military Aeron., Atlanta, disease.
Brown, Willis Quincy, warrant officer's cook, U. S. N. R. F., disease, Chelsea.
Bruce, James Fred, Co. K, 101st Inf., 26th Div., wounds received in action.
Brunick, Edmond F., Co. K, 306th Inf., 77th Div., killed in action, France.
Brunt, John J., Co. B, 2 M. G. Btn., 1st Div., wounds received in action.
Buchanan, John Squire, lt., J. G., U. S. N., died in seaplane accident, Cape Cod Bay.
Bulzoni, Domini, Co. F, 24th Inf., 2d Div., disease overseas.
Bumstead, Maurice Griffin, fireman, 3d class, U. S. N., U. S. S. "Melville," disease, Naval Hospital, New York City.
Bundrant, Walker, Co. F, 807th Pioneer Inf., disease overseas.
Buone, Tony, Co. E, 9th Inf., 2d Div., killed in action, France. Cited in G. O. No. 40.
Burke, John J., 25th Co., 7 Btn., disease at Camp Devens.
Burke, John Norbert, 2d lt., Q. M. C., disease, at his home, Dorchester.
Burke, Raymond, seaman, U. S. N., U. S. S. "Sylvan," disease, Naval Hos., N. Y. City. Awarded Navy Cross.
Burke, Thomas Joseph, corporal; Co. H, 47th Inf., 4th Div., wounds received in action.
Burns, Arthur Wade, Co. H, 101st Inf., 26th Div., killed in action, France.
Burns, James Francis, landsman for Quartermaster, U. S. N., Hdqts. 1st Naval Dist., disease, Boston City Hospital.
Burns, Charles N., 1st lt. Inf., 6th U. S. Inf., 5th Div., wounds received in action, France.
Burns, James Leo, corporal, Labor Det., Q. M. C., disease overseas.
Burns, John Joseph, corporal, Co. A, 101st Inf., 26th Div., killed in action, France.
Burns, Laurence Joseph, Co. I, 101st Inf., 26th Div., wounds received in action, overseas.
Burns, Maurice Frederick, fireman, U. S. N., U. S. S. "Mt. Vernon," killed in action with enemy submarine. Commended by Secretary of Navy.
Buswell, Elmer Needham, corporal, Co. D, 101st Engrs., 26th Div. (prisoner of war). Wounds received in action, France.
Byrne, John E., Hdq. Co., 11 F. A., 6th Div., disease overseas.
Cadilo, Joseph, Co. C, 60th Inf., 5th Div., killed in action, France.
Calhoun, William Irwin, M. G. Co., 5th Inf., Mass N. G., disease, Camp Devens.
Callahan, Dennis Joseph, Co. A, 102d Engrs., 27th Div., killed in action, France.
Callanan, John Edward, 2d lt., F. A., disease in Boston.
Cameron, Angus Archibald, seaman, U. S. N., R. F., disease Naval Hos., Chelsea.
Camwron, Donald Anthony, M. D., 101st Inf., 26th Div., disease, overseas.
Campbell, Colin D., B. H., No. 5, disease, France.
Campbell, Scott Cameron, Co. A, 104th Inf., 26th Div., killed in action, France.
Campbell, Theodore H., Jr., Co. M, 310th Inf., 78th Div., from effects of enemy gas in Meuse-Argonne offensive.
Canali, Frank Joseph, Med. Camp Supply Depot, disease, Camp Hancock, Ga.
Canary, William Emmett, corporal, Co. D, 101st Inf., 26th Div., killed in action, France.
Canavan, John Michael, Co. I, 104th Inf., 26th Div., wounds received in action, France.
Canavan, Patrick Joseph, storekeeper, 2d class, U. S. N. R. F., Naval Overseas Transport Service, disease, at Dorchester.
Canty, Eugene Patrick, sergeant, Co. D, 47th Inf., 4th Div., killed in action, France.
Capobianco, Raphaelo, Co. E, 58th Inf., 4th Div., killed in action, France.
Caputo, Achillo, Co. L, 59th Inf., 4th Div., wounds received in action, France.
Carberry, Thomas Joseph, sergeant, Gas Dept., Chemical Warfare Serv., disease, U. S. A., Gen. Hosp., No. 1, N. Y. City.
Carey, Frederick Joseph, Co. D, 101st Inf., 26th Div., accidental discharge of hand grenade overseas.
Carlow, Alek, mechanic, Co. C, 48th Inf., 20th Div., accident.
Carney, Daniel J., 1st lieut. Inf., 23d Inf., 2d Div., wounds received in action, France.
Carr, Michael Joseph, cook, Co. D, 38th Inf., 3d Div., killed in action, France.
Carraher, Ernest James, stable sergeant, Hq. Co., 101st Inf., 26th Div., killed in action, France. Awarded C. de G., with gilt star.
Carson, Frank, sergeant, Btry. D, 52d Arty., C. A. C., disease, Oteen, N. C.

Carter, William Edward, sergeant, Co. L, 372d Inf., 93d Div., disease overseas.
Carter, W., Ottawa Cas. List, killed in action.
Carver, Cyrus Winfield, fireman, 1st class, U. S. N., disease, Provincetown.
Casey, Frank J., Co. I, 53d Ry., Trans. Corp., disease overseas.
Cassealeno, Alexandre, Co. A, 101st Inf., 26th Div., killed in action, France.
Catalani, Anthony, sergeant, Utility Det., Q. M. C., disease, Camp Wadsworth, S. C.
Cavanaugh, Daniel W., Co. A, 103d Inf., 26th Div., killed in action, France.
Chapman, Henry M., M. G. Co., 104th Inf., 26th Div., disease overseas.
Chappie, Frank William, seaman, U. S. N., killed in action, when U. S. S. "Jacob Jones" was sunk by enemy submarine.
Chase, Charles Whiting, Co. K, 348th Inf., 87th Div., disease overseas.
Cheever, William, 10 Co., 3 Tng. Bn., 151st D. B., disease, Camp Devens.
Chester, Angelo Francis, sergeant, Btry. A, 31 F. A., disease.
Chick, Clarence Linwood, sergeant, Med Dept., disease, Fort Oglethorpe.
Chipman, John C., Co. H, 16th Inf., 1st Div., killed in action, France.
Chittick, Michael, Co. E, 59th Inf., 4th Div., wounds received in action, France.
Chivere, Frank Haskell, sergeant, Btry. B, 101st, F. A., wounds received in action, France. Recommended for D. S. C. (No. 11806.)
Christiansen, Charles Amandus, Co. H, 306th Inf., 77th Div., wounds received in action, France.
Cinalli, Luigi, Co. D, 325th Inf., 82d Div., killed in action, France.
Cirino, Joseph, Co. H, 16th Inf., 1st Div., killed in action, France. Cited in G. O. 1, Hqts. 1st Div.
Clancey, John Francis, corporal, Btry. B, 55th C. A. C., killed in action, France.
Clark, Alan C., 2d lieut., 26th Inf., 1st Div., wounds received in action, France.
Clark, Edward James, electrician, 1st class, U. S. N. R. F., Section Hdq., disease, Portland, Maine.
Clark, Ernest Milton, Co. A, 101st Inf., 26th Div., killed in action, France.
Clayman, Michael, Co. K, 9th Inf., 2d Div., wounds received in action, France.
Clayton, Charles E., M. D., 807 Pioneer Inf., disease overseas.
Clement, Frederic Percival, Jr., 1st lieut., Aviation, airplane accident, Camp Dick, Texas.
Clements, William Benson, electrician, 1st class, A, Coast Guard, U. S. N., Coast Guard Cutter "Tampa," killed in action, Bristol Channel.
Clifton, Samuel Hill, corporal, Co. I, 39th Inf., 4th Div., killed in action, France.
Clover, Gerald K., sergeant, Med Det., 6 Bn., 20th Engrs., killed in action sinking of "Tuscania."
Cody, Sophia Theresa, yeoman, 3d class (F.), U. S. N. R. F., Dist. Communication Supt., 1 Naval Dist., disease, Boston.
Coffey, Francis W., Co. E, 101st Inf., 26th Div., wounds received in action, France.
Cohen, Samuel, Co. A, 9th Inf., 2d Div., disease, East Norfolk, Mass.
Coll, Edward J., Co. F, 59th Inf., 4th Div., killed in action, France.
Collins, Joseph Wesley, Co. E, 312th Am. Tn., disease.
Condon, Thomas Henry, 143d T. C., killed by accident.
Conehan, Francis J., corporal, Btry. A, disease, Brest, France.
Conneely, Michael Joseph, B. E. F., killed in action.
Connolly, Edward F., pay clerk, U. S. N. R. F., disease, Royal Naval Hos., Gibraltar.
Connolly, James, Co. K, 101st Inf., 26th Div., killed in action, France.
Connolly, Patrick J., Co. D, 308th Inf., 77th Div., disease overseas.
Connolly, Thomas John, Co. C, 328th Inf., 82d Div., wounds received in action overseas.
Connor, William, Co. C, 31st Inf., died overseas.
Connors, John J., M. G. Co., 101st Inf., 26th Div., killed in action, France.
Connors, John Thomas, corporal, Co. F, 327th Inf., 82d Div., killed in action, France.
Conovy, Wesley G., Troop C, 10th Cav., accident.
Conrad, Walter Edwin, Casual Co. 403, M. D., disease at sea.
Conway, William E., Co. E, 314th Engrs., 89th Div., killed in action, France.
Conway, William Francis, fireman, 3d class, U. S. N., "Virginia," result of shock and burns.
Cooke, Ralph, 16th Co., 5th Reg., wounds received in action overseas.
Coolidge, Hamilton, captain, A. S., 94 Aero Sq., 1st Pursuit Group, killed in action, France. Awarded D. S. C., and cited and awarded C. de G., with palm, and citation by Gen. Pershing.
Corbett, Wallace, Bty. E, 52d C. A. C., disease overseas.

Corbett, William Barry, 2d lt. Inf., 102d Inf., 26th Div., killed in action, France. Cited.
Corbett, William James, chief electrician, U. S. N. R. F., Naval Air Station, Chatham, disease, at Chatham.
Corbin, Maurice Arden, Co. B, 104th Inf., 26th Div., killed in action, France.
Corcoran, John Joseph, Co. A, 301st Inf., 76th Div., accident .
Corey, Ralph Albert, Btry. C, 101st F. A., 26th Div., wounds received in action overseas.
Costello, Joseph M., Co. C, S. F., Sig. Bn., 4th Div., wounds received in action overseas.
Costello, Peter Edward, Inf. Central Officers' Tng. Sch., Camp Grant, disease, Camp Grant.
Costigan, Maurice Joseph, seaman, U. S. N., U. S. S. "Jacob Jones," killed in action with enemy submarines.
Cotey, W. J., Ottawa Cas. List, reported "died." (William John Cotey served in France, C. F. C., disease, Can. Gen. Hos., England.)
Cotton, Alfred L., R. A., 29th M. G., Bn. M. D., 10th Div., disease.
Coughlin, Edward T., seaman, U. S. N., Naval Tng. Camp, disease, Camp Hingham.
Counihan, May M., yeoman, 1st cl., F., U. S. N. R. F., Naval Const. office, 1st Naval Dist., disease at Naval Hosp., Boston.
Cox, Albert P., landsman quartermaster, U. S. N. R. F., Naval Tr. Sta., Great Lakes, Ill., disease.
Cox, Charles, Field Hosp. No. 20, 6th San. Tn., 6th Div., disease overseas.
Cox, James E., captain Dental Corps, San. Det., disease at Columbus Barracks, Ohio.
Coyle, Andrew, wagoner, Sup. Co., 306th Inf., 77th Div., wounds received in action overseas.
Coyle, John H., Co. I, 101st Inf., 26th Div., wounds received in action, France.
Coyne, Joseph H., Co. F, 6th Engrs., 3d Div., killed in action, France.
Craig, Harmon B., ambulance driver, 65th Div., F. A., wounds received in action, France. Awarded C. de G., with gold star.
Crawshaw, Ralph E., chief yeoman, U. S. N., lost at sea. Overseas supplies, Commonwealth Pier.
Cronin, James L., Co. B, 307th Inf., 77th Div., killed in action, France.
Crosby, Alfred D., Gen. Repair Shop Det., No. 11, disease overseas.
Crossman, Joseph A., Jr., fireman, U. S. N., U. S. S. "Kroonland," disease, Naval Hosp., N. Y. City.
Crowley, Jerome J., Co. A, 101st Inf., 26th Div., wounds received in action, France.
Crowley, John J., corporal, Hdq. Co., 101st Inf., 26th Div., wounds received in action. France.
Crowley, Joseph C., fireman, U. S. N., U. S. S. "Cyclops," died on board ship.
Crowley, Joseph J., Q. M. Sergeant, Camp Beauregard, La., disease.
Cryer, John E., 13 Bn. Canadian Army, killed in action, France.
Cummings, Alonzo W., sup. sergeant, Co. A, 101st Am. Tn., 26th Div., disease overseas.
Cunningham, Clarence B. (alias Banker, Mitchell), 1 Co., C. A. C., disease, Addison Gilbert Hosp., Gloucester.
Cuoco, Michelo, 3 T. M., Btry, 3d Div., killed in action, France.
Curran, Patrick, Hdq. Co., 101st Inf., 26th Div., wounds received in action, France.
Curran, Patrick, A. F., Co. D, 101st Inf., 26th Div., wounds received in action overseas.
Curry, Joseph P., chief water-tender, U. S. N., Rec. Ship at N. Y. City, disease Naval Hosp., New York City.
Curtis, Clarence A., Quantico, Va., disease.
Curtis, Frederick J., 7th Co., 152 D. B., disease, Camp Upton, N. Y.
Curzon, Frank, 9 Bn., King's Liverpool Regt., killed in action, France.
Cusack, John A., corporal, Co. F, 60th Inf., 5th Div., wounds received in action overseas.
Cutille, Vincent J., Co. A, 101st Inf., 26th Div., killed in action, France.
D'Abreu, John A., seaman, U. S. N., U. S. S. "Venture," disease, Naval Hosp., Portsmouth, N. H.
Daly, Edwin A., 2d lt. Inf., 165th Inf., 42d Div., killed in action, France. Awarded a silver star citation.
Dame, Henry W., Co. I, 101st Inf., 26th Div., killed in action, France.
Damm, William A., Hdq. Co., 359th Inf., 90th Div., wounds received in action, France.
Danahy, William B., Co. D, 1 Conv. Center, 151 D. B., in railroad accident.
Daniels, Luke, U. S. M. C., 28th Co., 4th Regt., disease, Porto Plata, Dominican Rep.
Daniels, Thomas, 5 Bn., Connaught Rangers, died.
Dansky, Alekex, Co. E, 9th Inf., 2d Div., wounds received in action, France.

David, George, Co. H, 101st Inf., 26th Div., wounds received in action, France. Recommended for D. S. C. (No. 6221).
Davin, Martin, 17 Co., Anti-Aircraft Btry., disease overseas.
Davis, Clarence O., corporal, Ordnance Dept., disease.
Davis, John F., seaman, U. S. N. R. F., U. S. S. "Albany," disease at sea.
Dean, Arthur J., corporal, Co. C, 47th Inf., 4th Div., killed in action, France.
Deering, William F., fireman, U. S. C. G., C. G. C. "Tampa," killed in action, sinking of "Tampa."
Defargo, Michael E., R. A., Co. L, 9th Inf., 2d Div., killed in action overseas.
Delehanty, Michael J., ensign (prov.), U. S. N. R. F., seaplane accident, Pensacola, Fla.
DeLisle, Fred L., M. G. Co., 306th Inf., 77th Div., killed in action, France.
DeMers, Evelyn J., army nurse, Group A, A. E. F., disease, Base Hos., No. 33, Portsmouth, Eng.
DeModica, Domenico, Co. M, 23d Inf., 2d Div., wounds received in action, France.
Denecke, Charles O., 17th Co., C. A. C., disease, Fort Williams.
Denton, Gordon E., corporal, Btry. C, 101st F. A., 26th Div., killed in action, France.
Deshon, George D., Lieut. Col. Med. Dept., disease, Boston.
De Stefano, Luigi, Co. A, 11th Inf., 5th Div., wounds received in action, France.
Devine, Michael J., Co. F, 101st Inf., 26th Div., disease overseas.
Devlin, Walter J., landsman for quartermaster, U. S. N. R. F., died Boston.
Dickie, John H., Btry. D, 102d F. A., 26th Div., killed in action, France.
Dimick, Karl E., 2d lieut. Inf., 309th Inf., 78th Div., wounds received in action, France.
DiNitto, Frasmo, Co. F, 28th Inf., 1st Div., killed in action, France.
Ditmars, Harry F., corporal, Co. B, 102d M. G. Bn., 26th Div., killed in action, France.
Dixon, Arthur M., 2d Bn., Edgewood Arsenal, disease.
Dobbs, Edmonds G., Co. E, 104th Am. Tn., disease.
Doble, William H., unassigned, electric shock and burns, N. Y.
Dockx, Francis J., corporal, U. S. M. C., 55th Co., 5th Reg., killed in action, France. Awarded citation G. O. 40, 2d Div., and D. S. C., Navy Cross.
Dodwell, William R., Med. Dept., Cp. Hospital 356, disease.
Doherty, John A., Co. I, 18th Inf., 1st Div., killed in action, France. Citation G. O. Hgts., 18th Inf.
Doherty, Walter Leo, Auto. Repl. Dft., disease.
Dolan, Edward M., sergeant, M. G. Co., 28th Inf., 1st Div., killed in action, France.
Dolan, Francis X., 27th Bn., Can. Inf., killed in action, France.
Dolan, Harry B., 337 Bakery Co., Q. M. C., disease.
Donahue, Daniel Edward, sergeant, U. S. M. C., 6th M. G. Bn., 2d Div., killed in action, France.
D'Onofrio, Alessandro, Co. E, 60th Inf., 5th Div., killed in action, France.
Donovan, Harold N., 2d lt. Inf., Sup. Co., 304 Inf., 76 Div., wounds received in action, France.
Donovan, John F., sergeant, Co. E, 47th Inf., 4th Div., killed in action, France.
Donovan, William F., 869 Co., Transp. Corps, died.
Dooley, William R., Co. H, 23d Inf., 2d Div., wounds received in action, France.
Doucette, William E., Co. C, 306th M. G. Bn., 77th Div., wounds received in action, France.
Dougan, Francis E., M. G. Co., 26th Inf., 1st Div., killed in action, France. Cited for gallantry in action.
Dougherty, Edgar H., sergeant, M. Trk. Co., 401 M. Sup. Tn., disease, France.
Dowd, John J., Q. M. C., Det. Base Hosp., Camp Sevier, disease, Charlestown.
Dowd, John Patrick, landsman for electrician radio, ship at Boston, disease, Chelsea Naval Hosp.
Downey, Timothy M., corporal, Co. G, 101st Inf., 26th Div., wounds received in action, France.
Downing, Albert H., Co. R, 101st Inf., 26th Div., wounds received in action, France.
Doxer, Morris, Co. D, 101st Inf., 26th Div., wounds received in action, France.
Doyle, Charles H., machinist's mate, U. S. N. R. F., Rec. Barracks, New London, disease, Chelsea Naval Hosp.
Doyle, Charles R., corporal, Btry. C, 38th Arty, C. A. C., disease.
Doyle, Richard J., Co. M, 309th Inf., 78th Div., killed in action, France.
Dreier, Charles A., corporal, Co. H, 167th Inf., 42d Div., wounds received in action, France.
Driscoll, Leo J., Co. H, 101st Inf., 26th Div., killed in action, France. Awarded Divisional Citation.

Driscoll, William E., sergeant, M. G. Co., 6th Inf., killed in action, France.
Driscoll, William J., Co. L, 348th Inf., 87th Div., disease.
Driscoll, William J., 151st D. B., disease at Camp Devens.
Drisko, Ralph B., Co. A, 101st Inf., 26th Div., killed in action, France.
Duaritz, Mike, Co. B, 105th Inf., 27th Div., killed in action, France.
Duck, Henry, U. S. M. C., U. S. S. "Constellation," disease at Naval Hosp., Newport, R. I.
Duffie, Arthur Randall, Btry. B, 101st F. A., 26th Div., disease.
Duffly, Francis J., Hq. Co., 74th Inf., 12th Div., disease.
Duffy, James F., seaman, U. S. N. R. F., Boston Base Hq., disease, Naval Hosp., Chelsea.
Duffy, William P., Co. C, 9 M. G. Bn., 3d Div., killed in action, France.
Duley, Henry G., U. S. M. C., 81st Co., 6 M. G. Bn., 2d Div., killed in action, France.
Dulleck, Joseph F., Co. K, 102d Inf., 26th Div., wounds received in action.
Dumont, Arthur, M. G. C., died in England.
Dunn, John J., seaman, U. S. N., U. S. S. "Seattle," washed overboard from "Seattle."
Dunn, Patrick J., Co. H, 60th Inf., 5th Div., killed in action, France.
Dunning, George, chief boatswain mate, U. S. N., Rec. Ship, Boston, drowning, at Receiving Ship, Boston.
Dunfee, Alton Laforest, U. S. M. C., 55th Co., 5th Reg., 2d Div., killed in action, France.
Dunphy, William J., Co. K, 101st Inf., 26th Div., killed in action, France.
Dupee, Charles H., Co. C, 101st Engrs., 26th Div., disease overseas.
Durden, Leonard H., sergeant, Btry. E, 101st F. A., 26th Div., disease overseas.
Durgin, Walter Emerson, corporal, Co. H, 9th Inf., 2d Div., killed in action, France.
Dutton, Dwight P., sergeant, U. S. M. C., 18th Co., 5th Regt., wounds received in action, France.
Dwash, Philip, Motor Truck Co., No. 450, disease.
Eagen, Edward F., 2d lt., A. S., airplane accident, Langley Field, Va.
Eathem, G., Ottawa Cas. List, Canadian Army, "died."
Elliott, Arthur E., 2d lt., A. S., airplane accident, Nr. Shreveport, La.
Ellston, Eldon, 13th Bn., killed in action, France.
Emanuelson, Manfred E., Co. C, 165th Inf., 42d Div., wounds received in action, France.
Emerson, Charles A., 1st Sergeant, Bq. Co., 11 F. A., 6th Div., disease.
Emery, George D., Co. I, 306th Inf., 77th Div., killed in action, France.
Emmel, Gustave, Co. K, 38th Inf., 3d Div., killed in action, France.
Emmel, Karl, 8 Co., 152 D. B., disease, at Camp Upton.
Emmons, Frederick D., Co. A, 101st Inf., 26th Div., killed in action, France.
Engledow, Alfred J., ship's cook, 1st cl., U. S. N. R. F., Naval Hosp., N. Y., disease, Naval Hosp., N. Y. City.
English, Robert, Btry A, 102d F. A., 26th Div., disease, overseas.
English, Thomas J., Btry. A, 113th F. A., 30th Div., disease, overseas.
Erickson, Erick A., ensign, U. S. N. R. F., disease at Marine Hosp., Stapleton, L. I.
Estabrook, Earl R., corporal, Cas. Co. I, disease, overseas.
Estey, Harold Watson, major, Eng., disease, at Dunkirk, France. Awarded C. de G.
Evans, William J., Co. A, 35th M. G. Co., 12th Div., disease at Camp Devens.
Everett, John T., seaman, U. S. N. R. F., disease at Submarine School, New London, Ct.
Ewing, John A., 2d lt. Inf., Co. I, 104th Inf., 26th Div., killed in action, France.
Fallon, Joseph J., E. R. C., Motor Car Co., 302, Q. M. C., drowned overseas.
Fallon, John T., bugler, Btry. C, 101 F. A., 26th Div., killed in action, France. Recommended for D. S. C. (No. 11748 A & B & C).
Franham, Frank N., 304 Sup. Co., Q. M. C., disease overseas.
Franham, James H., lt., R. F. C., airplane accident, Yatesbury, Eng.
Farrant, Ethelbert C., 102d Batt., C. E. F., killed in action, France.
Farrant, Oliver C., sergeant, U. S. M. C., 95 Co., 6th Regt., 2d Div., wounds received in action, France. Awarded D. S. C. and Navy Cross. French C. de G., Fourragere with three citations; Victory Medal.
Farrell, James S., cabin cook, U. S. N., Receiving Ship, Boston, disease, Chelsea Navy Hosp.
Fasano, Joseph, corporal, U. S. M. C., 43d Co., 5th Regt., 2d Div., killed in action, France.
Fasciano, James, Co. A, 16th Inf., 1st Div., killed in action, France. Cited in G. O. 1, Hq. 1st Div.
Faulkner, Edward M., Co. C, 6th Engrs., 3d Div., disease overseas.
Favier, Arthur H., chief electrician, gen. U. S. N., Rec. Ship, New York, disease in Boston.

Fawson, John E., served in France, 86 Bn., killed in action, France.
Fay, James A., Co. A, 101st Inf., 26th Div., killed in action, France. Recommended for citation.
Felton, Angelo H., 52 Co., 13 Bn., 151 D. B., disease, Camp Devens.
Ferguson, Chester M., lt. sr. grade, U. S. N. R. F., Naval Aux. Reserve, N. Y., disease, U. S. Marine Hosp., Baltimore, Md.
Ferrari, Michael, Co. G, 348 Inf., 87th Div., disease overseas.
Ferson, Edward J., Btry. F, 55 C. A. C., disease, at Brest.
Finkle, Samuel, corporal, Co. B, 328th Inf., 82d Div., killed in action, France. Recommended for D. S. C.
Finn, William J., corporal, Co. H, 301st Inf., 76th Div., disease in France.
Fiske, Charles H., 3d, 2d lt. Inf., Co. A, 11th Inf., 28th Div., wounds received in action, France.
Fitzgerald, John J., first musician, U. S. N., U. S. S. "Vestal," disease, Yorktown, Va.
Fitzgerald, Martin H., cook. Hq. Co., 101st Inf., 26th Div., disease overseas.
Fitzgerald, Stephen E., 1st lt. Inf., Co. L, 16th Inf., 1st Div., killed in action, France.
Fitzgerald, Thomas E., apprentice seaman, U. S. N., disease Naval Hosp., Chelsea.
Fitzgerald, Thomas J., Co. B, 39th Inf., 4th Div., killed in action, France.
Fitzgibbon, Thomas J., Btry. F, 107th F. A., 28th Div., wounds received in action, France.
Fitzpatrick, Joseph F., Co. E, 39th Inf., 4th Div., killed in action, France.
Fitzsimmons, Bernard T., Co. B, 102d M. G. Bn., 26th Div., killed in action, France.
Flaherty, Edward F., sergeant, 1st cl., Hq. Co., Stev. Bn., 701st Engrs., disease.
Flaherty, Lawrence J., 1st lt. Inf. (M. V. M.), killed in action, France.
Flanagan, Thomas H., seaman, U. S. N., U. S. S. "Jacob Jones," killed in action, sinking of "Jacob Jones" by submarine.
Fleming, Richard, Hq. Co., 101st Inf., 26th Div., killed in action, France.
Fletcher, Clifford B., sergeant, Co. D, 101st Engrs., 26th Div., disease, Base Hosp No. 6, nr. Bordeaux.
Fletcher, Lucy N., nurse, Base Hosp., No. 6, disease, France.
Fletcher, William, B. E. F., London Regt., wounds received in action overseas.
Flynn, Edward J., Sup. Co., 68 C. A. C., disease overseas.
Flynn, James J., yeoman, 3d cl., U. S. N. R. F., U. S. S. "Buitenzorg," drowning.
Flynn, William J., Btry. B, 68 C. A. C., disease overseas.
Fogel, Albert N., Co. E, 326th Inf., 82d Div., killed in action, France.
Fogg, Cecil W., corporal, Co. E, 101st Engrs., 26th Div., wounds received in action, France.
Foley, Frank T., cook, Co. A. 101st Inf., 26th Div., accident, overseas.
Foley, James F., boatswain's mate, U. S. N. R. F., Naval Hosp., disease, Naval Hosp., Chelsea.
Foley, Walter J., Co. I, 101st Inf., 26th Div., disease overseas.
Fonceca, Peter, boy 1 cl., U. S. C. G. "Tampa"; drowned upon sinking of "Tampa" in Bristol Channel.
Ford, Chester C., 2d lt., aviation, Hq. Langley Field, Va., disease, Langley Field, Va.
Ford, Richard T., recruit, unassigned, Ft. Slocum, died.
Foster, Sidney, M. G. Co., 315th Inf., 79th Div., wounds received in action, France.
Frank, Fred W., gunner, 3d Brigade, C. F. A., wounds received in action, France.
Fraser, Gilbert D., U. S. M. C., 18th Co., 5th Regt., wounds received in action, France. Awarded C. de G.; Citation G. O. No. 44, and Citation A. E. F. No. 2.
Fraser, Gordon McK., U. S. M. C., Co. B, 2 S. Bn., Quantico, Va., disease, Quantico, Va.
Freeman, Richard W., Co. G, 348th Inf., 87th Div., disease overseas.
Fretz, Earl R., 1st lt. Inf., Co. B, 12 M. G. Bn., 4th Div., wounds received in action overseas. Awarded D. S. C.
Freudenberger, George E., 5 Mobile Ord. Rep. Shop, 5 Div., disease overseas.
Friedmann, Maurice H., sergeant, Co. B, 102d M. G. Bn., killed in action, France.
Fritter, Frank M., corporal, Co. F, 23d Inf., 2d Div., killed in action, France. Cited in G. O. 88, Hq., 2 Div., A. E. F.
Fullerton, James, School for Bakers & Cooks, Camp Johnson, S. C., disease, Camp Johnson.
Furlong, Francis L., corporal, Co. H, 101st Inf., 26th Div., wounds received in action, France.
Gagliolo, Vincenzo, Co. C, 5 M. G. Bn., 2d Div., wounds received in action overseas.
Gallant, Henry, Co. D, 60th Inf., 5th Div., killed in action, France.

Galligan, Eugene, 2d lt. Inf., 308th Inf., 77th Div., killed in action, France.
Gardiner, Edward H., 2d lt., A. S. Artillery Observer, 50 Aero Squadron, killed in action, France.
Garvey, William H., Co. M, 356 Inf., 89th Div., killed in action, France.
Gately, Grant G., Ensign-D-Prov., U. S. S. "Ticonderoga," killed in action, sinking of "Ticonderoga" by enemy submarine.
Gately, James J., corporal, Co. K, 327 Inf., 82d Div., killed in action, France.
Gavagan, Thomas E., Co. I, 101st Inf., 26th Div., killed in action, France.
Gavin, John, M. G. Co., 26th Inf., 1st Div., killed in action, France.
Gavin, Patrick J., corporal, Co. C, 9th Inf., 2d Div., wounds received in action, France.
Georgantas, George L., 33d Co., 9 Bn., 153d D. B., disease, Camp Dix, N. J.
George, Guy, Co. K, 9th Inf., 2d Div., killed in action, France.
Gerstein, Louis, Co. E, 307th Inf., 77th Div., killed in action, France.
Gibbons, Joseph K., carpenter's mate, 2d cl., U. S. N. R. F., Cost Inspector's Office, Squantum, disease, at Boston.
Giblin, Thomas J., quartermaster, 1st cl., U. S. N. R. F., Naval Base No. 27, Plymouth, Eng., disease, Royal Naval Hosp., Plymouth, Eng.
Gilbert, Albert A., corporal, Co. F, 101st Inf., 26th Div., wounds received in action, France.
Gilbert, William H., chief water tender, U. S. N., Rec. Ship at Philadelphia, Pa., disease, Rec. Ship, at Phila.
Gillen, Daniel J., 25 Bn., Syracuse Rct. Camp, N. Y., disease, Camp Syracuse, N. Y.
Gillis, D. M., Ottawa Cas. List, reported "died of wounds."
Gilpatrick, Fred C., Jr., 26 Co., C. O. T. S., Camp Lee, Va., disease, Camp Lee, Va.
Giuggio, Pietro, Co. C, 350th Inf., 88th Div., disease, overseas.
Gleason, Martin M., Co. I, 60th Inf., 4th Div., killed in action, France.
Gleason, William J., Sergeant, Co. G, 9th Inf., wounds received in action, overseas.
Glennon, James J., 271 Co., M. P. Corps, disease overseas.
Glickman, Henry, corporal, Co. C, 2 Field Signal Bn., wounds received in action, France.
Goble, Theodore, sergeant, Co. C, 103d Inf., 26th Div., killed in action, France.
Golden, Katherine V., nurse, Evac. Hosp. No. 2, disease, at Coblenz, Germany.
Goldman, Abraham, Co. E, 104th Inf., 26th Div., killed in action, France.
Goldman, Morris, 247th Ambulance Co., 12 Sn. Tn., 12th Div., disease, Camp Devens.
Goodearl, Alfred B., Co. E, 101st Engrs., 26th Div., killed in action, France.
Goodwin, Victor F., Btry. D, 76 F. A., 3d Div., wounds received in action, overseas.
Gordon, Harold L., Embarkation Det. A. S. C., drowned, overseas.
Gormley, Frank E., Q. M. C. Det., Kelly Field, Texas, disease, Fort Sam Houston, Tex.
Gormley, John R., M. G. Co., 9th Inf., 2d Div., killed in action, France.
Grace, John, gunner's mate, U. S. N., Rec. Ship, Washington, D. C., disease.
Graddy, Frank, Btry. A, 53 C. A. C., disease overseas.
Grady, John J., sergeant, Co. L, 101st Inf., 26th Div., killed in action, France. Awarded D. S. C., and C. de G., with gilt star under Order No. 17,468 "D."
Granstrom, Carl A., Hq. Co., 117th Sup. Tn., disease overseas.
Grant, John, sergeant, 20 Ct., 5th Reg., 2d Div., killed in action, France. Awarded D. S. C.; Navy Cross; C. de G., with gilt star.
Gray, Hugh, corporal, Canadian Army, killed in action overseas.
Greene, William G., 101st Amb. Co., accidental drowning overseas.
Greenleaf, William H., Co. B, 101st Inf., 26th Div., wounds received in action overseas.
Gregory, James R., baker, U. S. N. R. F., Sec. Naval Base, Machias, Me., disease, at Machias, Me.
Gritzenuk, Artzeny, 23 Co., 6 Tng. Bn., 151 D. B., disease at Camp Devens.
Guenthner, Walter E., lance corporal, 42 Inf., 12th Div., disease, at Camp Devens.
Gurney, Cornelius B., Co. M, 23d Engineers, accident, overseas.
Habel, Albert F., aviation landman machinist's mate, U. S. N., Naval Air Sta., Bay Shore, L. I., seaplane accident, Chesapeake Bay.
Haddab, Michael S., seaman, U. S. N. R. F., disease, Tgn. Camp, Bumkin, Idaho.
Hagan, Peter A., Co. M, 30th Inf., 3d Div., killed in action overseas.
Hagen, John W., chief yeoman, U. S. N. R. F., First Naval District, disease, Boston.
Hagerty, James H., corporal, 12 San. Tn., 12th Div., disease at Camp Devens.
Hailey, John, 2d T. C., "presumed to have died," Canadian Army, overseas.
Haines, Charles H., 2d Lt., aviation, aeroplane accident at Mitchell Field.
Haire, Walter R., Co. I, 325th Inf., 82d Div., killed in action, France.

Halden, Edwin W., corporal, Co. B, 102d M. G. Bn., 26th Div., killed in action, France.
Hammond, Charles F., Btry. C, 101 F. A., 26th Div., disease overseas.
Hanley, Harry E., 1st lt. Inf., Co. A, 101st Inf., 26th Div., wounds received in action, France.
Hanlon, Clarence A., 13th Bn., Canadian Army, killed in action, France.
Hanlon, Francis S., M. D., 6th Engrs., 3d Div., killed in action, France.
Hanrahan, Daniel J., corporal, Co. A, 101st Inf., 26th Div., killed in action, France.
Harlow, Albert L., 25th Inf., overseas; Canadian Army, killed in action overseas.
Hart, Charles S., Med. Det., 2 Engrs., 2d Div., killed in action, France.
Hart, James, horse shoer, Sup. Co., 23d Inf., 2d Div., disease overseas.
Hart, Joseph E., seaman, U. S. N. R. F., Naval Port Guard, Boston, died, Dorchester.
Hart, Ronald H., corporal, U. S. M. C., M. D., Hingham, disease, Naval Hosp., Chelsea.
Hartin, Joseph A., Co. C, 60th Inf., 5th Div., killed in action, France.
Hartman, Frederick S., 2d lt., A. S., overseas airplane accident.
Hartnett, Arthur A., seaman, U. S. N., U. S. S. "Ozark," died on "Ozark," Tampico, Mexico.
Harris, William, 72d Bn. Canadian Army, killed in action, France.
Hastings, F., Ottawa Cas. List, reported "killed in action."
Haverty, Philip Edward, ship's cook, 3d cl., U. S. N. R. F., 2d Naval Dist., died Naval Hosp., Newport, R. I.
Hawes, Wales T., Hq. Co., 128th Inf., 32d Div., wounds received in action overseas.
Hawkins, Samuel, warrant officers' cook, U. S. N., Naval Hosp., Ft. Lyon, died Naval Hosp., Fort Lyon, Colo.
Hayes, Andrew F., R. A., Co. A, 38th Inf., 3d Div., wounds received in action, France.
Hayes, John E., Sup. Co., 78th F. A., disease overseas.
Hayes, Robert, captain Inf., 101st Inf., 26th Div., wounds received in action, France.
Hayes, John J., 301 Sn. Tn., 76th Div., disease in France.
Hayward, Edward J., Rct. Camp, Syracuse, disease at Syracuse Camp.
Healey, John E., landsman quartermaster, Aviation, U. S. N. R. F., Naval Hosp., died Naval Hosp., Charleston, S. C.
Healey, Richard, Co. L, 23d Inf., 2d Div., killed in action, France.
Healy, Harold A., 2d lt. Inf., Co. D, M. G. Bn., 3d Div., wounds received in action, France. Awarded D. S. C.
Healy, James F., sergeant, R. A., Btry. B, 16 F. A., 4th Div., killed in action, France.
Healy, John J., 38th Co., 10 Bn., 151. D. B., disease at Camp Devens.
Heath, Hersey D., B. H., Med. Det., disease at Camp Devens.
Heath, Jackson W., corporal, Co. A, 102d M. G. Bn., 26th Div., disease overseas.
Hedden, Harvey P., U. S. M. C., 67th Co., 5th Reg., 2d Div., killed in action, France.
Hefferman, Austin F., U. S. M. C., accident at Hingham.
Hefferman, Thomas A., Btry. E, 28th C. A. C., disease.
Hein, Frederick V., corporal, Co. 12, F, Bakery, Fort Bliss, disease, Ft. Bliss.
Heneghan, Patrick J., sergeant, Co. D, 101st Inf., 26th Div., wounds received in action, France.
Henry, Andrew A., sergeant, Co. B, 14 M. G. Bn., 5th Div., wounds received in action, France.
Henry, David E., 1st lt. Inf., Hq. Co., 301st Inf., 76th Div. (att. to Co. F), disease at St. Nazaire.
Hesford, William, Welsh Fusiliers, B. E. F., killed in action overseas.
Hickey, Arthur J., fireman 1st cl., U. S. N., Naval Sta., New Orleans, La., disease, at New Orleans, La.
Hickey, John P., Det. No. 341, Bush Term., Bklyn., N. Y., disease, New York City.
Hickey, Richard L., F. T. & H. Co., No. 345, disease overseas.
Hickey, William, boatswain, C. G., S. S. S. "Tampa," drowned, sinking of "Tampa," Bristol Channel.
Hickey, William J., Det. Q. M. C., Eagle Pass, Tex., disease at Eagle Pass, Tex.
Hicks, Bernard, 116th Aero Sq., A. S., Sig. C., disease.
Hicks, Edward J., Co. D, 51 Pioneer Inf., wounds received in action overseas.
Hicks, George J., seaman, U. S. N., R. F., U. S. S. "Frederick," accident in Boston.
Higby, Ivan V., corporal Co. A, 101st Inf., 26th Div., killed in action, France.
Higginson, LeRoy C., carpenter's mate, 1st cl., U. S. N. R. F., Naval Air Sta., Queenstown, Ireland, disease at Queenstown, Ireland.
Hillson, Hyman, corporal, Co. M, 23d Inf., 2d Div., killed in action, France. Awarded C. de G., with gilt star.

Hines, James M., Co. A, 102d M. G. Bn., 26th Div., wounds received in action overseas.
Hirshovitz, Max, corporal, Co. E, 104th Inf., 26th Div., killed in action, France.
Hoffman, David, Ensign Prov., U. S. N. R. F., U. S. Patrol Sq., Gibraltar, killed in action, when "Tampa" was torpedoed in British Channel.
Hogan, Charles R., 39th Inf., 4th Div., killed in action, France.
Hogarty, Thomas E., Co. A, 35th M. G. Bn., 12th Div., disease at Camp Devens.
Holland, John F., corporal, R. A., Co. B, 47th Inf., 4th Div., killed in action, France.
Holloway, William H., seaman, U. S. N., Naval Tng. Sta., Newport, R. I., died, Naval Hosp., N. Y. City.
Holmes, John C., carpenter's mate, 1st cl., U. S. N., U. S. S. "Manley," at sea, explosion of "Manley."
Holmes, Samuel W., color sergeant, Hq. Co., 307th F. A., 78th Div., disease, overseas.
Holt, Edgar G., musician, 2d cl., U. S. N., Naval Hosp., Chelsea, disease, Chelsea.
Homer, Casper A., 1 sergeant, R. A., M. G. Co., 3d Inf., disease.
Hooper, Edward A., Btry. A, 101st F. A., 26th Div., killed in action, France.
Horgan, Matthew A., musician, 3d cl., Co. D, 64th Inf., 7th Div., died, Dumont, N. J.
Howard, "Jack," Canadian Army, killed in action, France.
Howard, T., Canadian Army, or B. E. F., reported "killed in action."
Howe, George P., 1st lt., M. C., 10 Bn. Royal Fusiliers, killed in action, France. Awarded D. S. C.
Hoxie, Ralph B., chief machinist's mate, U. S. N. R. F., U. S. S. "Nelansu," accident, Naval Sta.
Hubbard, Edwin, Canadian Army, killed in action.
Hull, Howard B., 2d lt., S. C., airplane accident at Selfridge Field, Michigan.
Hurlburt, Paul, Capt. (Temp.), Cav., N. H. N. G., died overseas.
Hurley, Daniel J., 34th Co., 152 D. B., disease, Camp Upton.
Hurley, Francis A., 33 Tng. Bn., O. T. S., F. A. C., disease, Camp Zachary Taylor.
Hurley, Frank J., sergeant, Co. H, 101st Inf., 26th Div., wounds received in action, France.
Hurley, John, sergeant, Co. L, 4th Inf., 3d Div., killed in action, France.
Imrie, Lawrence R., corporal, Co. D, 7th Engrs., 5th Div., disease, Pittsburgh, Pa.
Isbister, Fred W., corporal, Hq. Co., 14 Bn., F. A. Repl. Dft., disease.
Jacobs, David J., 25 Co., 7th Bn., 151 D. B., disease, Camp Devens.
James, Edward J., U. S. M. C., 184th Co., 15th Reg., San Domingo, killed, San Domingo, D. R.
Janovicz, Stanley, Co. I, 26th Inf., 1st Div., killed in action overseas.
Jaquith, John I. B., 2d lt. Q. M. C., 6 Repl. Co., O. T. C., Ft. Oglethorpe, disease, Camp Johnston, Fla.
Jasper, Richard, Med. Det., 47th Inf., 4th Div., wounds received in action overseas.
Jennings, Martin J., Hq. Co., 60th Inf., 5th Div., killed in action, France.
Johnigion, Kriker M., mess attendent, U. S. N. R. F., Naval Hosp., Hampton Roads, died Naval Hosp., Hampton Roads, Va.
Johnquist, Henry T., Co. D, 101st Inf., 26th Div., killed in action, France.
Johnson, Arthur E., 25th Rect. Bn., Camp Syracuse, N. Y., disease, Syracuse, N. Y.
Johnson, Gerald J., R. A., Btry. E, 15th F. A., 2d Div., killed in action, France.
Johnson, Leroy, 50 Co., 13 Bn., 151 D. B., disease, Camp Devens.
Johnson, Paul T., U. S. M. C., 18th Co., 5th Regt., 2d Div., killed in action, France.
Johnston, Albert L., mechanic, R. A., Co. H, 23d Inf., 2d Div., killed in action, France.
Johnsyn, Henry A., fireman 1st cl., U. S. N., Naval Hosp., Ft. Lyon, Colo., died Las Animas, Colo.
Jones, William C., bugler, R. A., Co. L, 38th Inf., 3d Div., killed in action, France.
Joy, John J., U. S. M. C., U. S. A. C. A., wounds received in action, France.
Joyce, Thomas H., U. S. M. C., 47th Co., 5th Regt., 2d Div., killed in action, France. Awarded French C. de G., with bronze star.
Kaes, Joseph E., Co. A, 101st Inf., 26th Div., wounds received in action overseas.
Kallianiotoes, William A., 147th F. A., 41st Div., disease overseas.
Kane, Daniel, Co. F, 26th Inf., 1st Div., disease overseas.
Kane, Francis G., M. G. Co., 104th Inf., 26th Div., killed in action, France.
Kane, William J., Canadian Army, killed in action.
Karem, Thomas, Co. C, 101st Inf., 26th Div., killed in action, France.
Karfeowich, Walter J., corporal, Co. A, 301st Engrs., 76th Div., disease, Coblenz, Germany.

Kates, John J., M. G. Co., 42d Inf., 12th Div., disease, Camp Devens.
Keane, Patrick, Co. G, 308th Inf., 77th Div., killed in action, France.
Kearns, John, captain, U. S. M. C., wounds received in action, France.
Kearns, Robert Em., seaman, U. S. N., Naval Hosp., Fort Lyon, Colo., disease, Naval Hosp., Fort Lyon, Colo.
Keefe, Harold S., 1 Am. Co., 2d Div., wounds received in action, France.
Keenan, Walter, Btry. A, 55th C. A. C., disease, Base Hosp., Vichy.
Keenan, William J., 29th Co., 153 D. B., disease, Camp Dix, N. J.
Kehoe, Ernest G., mechanic, Hq. Co., 38th Inf., 3d Div., accident overseas.
Keiran, Richard T., lt. commander, U. S. N., disease, Naval Hosp., Phila, Pa.
Kellar, George G., A. S., airplane accident, Kelley Field, Texas.
Kelley, Arthur P., sergeant, 1st cl., 103d Am. Co., 101st San. Tn., 26th Div., disease overseas.
Kelley, Frederick A., Co. A, M. P., 12th Div., disease, Camp Devens.
Kelley, John C., Co. E, 16th Inf., 1st Div., wounds received in action, France.
Kelley, John J., water tender, U. S. N., U. S. S. "Cardinal," died, Hoboken, N. J.
Kelley, John P., sergeant, 101st Field Hosp., 101st Sn. Tn., disease overseas.
Kelley, Martin, 6th Co., 152 D. B., disease, at Camp Upton.
Kelley, Patrick J., Co. C, 301st Engrs., 76th Div., disease, Germany.
Kelley, Samuel J. A., 1st lt. Inf., Co. M, 22d Inf., disease, Fort Jay, N. Y.
Kelley, Thomas J., sergeant, Bakery Co., 310th, Q. M. C., disease overseas.
Kelly, Frank P., 2d lt., C. A., 6th Co., disease, at sea, U. S. S. "Mongolia."
Kelly, William C., corporal, M. G. Co., 101st Inf., 26th Div., wounds received in action overseas.
Kelly, William P., Co. A, 168th Inf., 42d Div., killed in action, France.
Kennedy, Elwin L., Auto. Repl. Dft., disease.
Kennedy, George F., Co. A, 165th Inf., 42d Div., killed in action, France.
Kennedy, James M., Co. I, 101st Inf., 26th Div., killed in action, France.
Kennedy, John F., M. G. Co., 23d Inf., 2d Div., wounds received in action, France.
Kennedy, Thomas F., Hq. Co., 101st Inf., 26th Div., wounds received in action, France.
Kenney, Charles E., Co. E, 301st Inf., 76th Div., drowning in Boston.
Kenney, Edward A., corporal, 324th Gd. and Fire Co., disease, at Camp Stuart.
Kerrch, Augustus, corporal, Co. D, 9th Inf., 2d Div., killed in action, France.
Keyes, Harry A., Co. A, 60th Inf., 5th Div., killed in action overseas.
Keyes, William J., Btry. C., 101st F. A., 26th Div., wounds received in action overseas.
Keyser, William E., mess sergeant, Co. E, 101st Supply Tn., 26th Div., disease overseas.
Kickham, John C., carpenter's mate, U. S. N. R. F., Naval Tng. Camp, Camp Hingham, disease, at Hingham.
Kilduff, Edward, Troop E., 310th Cav., disease.
Kilroy, Leo B., fireman, U. S. N., U. S. S. "Herman Frasch," lost when vessel was sunk.
Kilroy, Walter E., mess attendant, U. S. N. R. F., Chelsea Naval Hosp., disease, Chelsea Naval Hosp.
King, Patrick, Co. G, 326th Inf., 82d Div., killed in action, France.
Kinsman, Alfred H., Btry. A, 5th Tr. Motor Bn., C. A. C., disease overseas.
Kirk, Joseph P., Btry. E, 42d C. A. C., died overseas.
Kline, George J., Machine Gun Corps, 4th Div., killed in action, Canadian Army.
Knight, William A., Canadian Army, wounds received in action.
Koenig, Walter F., Hq. Co., 6th Army Corps, disease, France.
Kopp, George E., Co. C, 101st Field Signal Bn., Signal Corps, 26th Div., killed in action, France.
Koreb, Martin G., corporal, Co. A, 101st Inf., 26th Div., killed in action, France.
Korecz, Peter H., M. D., 23d Inf., 2d Div., wounds received in action, France. Awarded silver star citation,—C. de G., with silver star.
Kozlowski, Peter, corporal, Co. E, 64th Inf., 7th Div., wounds received in action overseas.
Kramer, Harry, Co. H, 101st Inf., 26th Div., accident overseas.
Krigel, Frank J., Btry. B, 55th C. A. C., disease, France.
Kubli, Walter R., corporal, Co. G, 131st Inf., 33d Div., killed in action, France.
Kuntz, Joseph G., Sergeant, Cas. Det., 17th Inf., 11th Div., disease, at Fort Oglethorpe.
Kussmaul, Frederick A., Co. D, 60th Inf., 5th Div., killed in action, France.
LaCarbonara, Raffaele, seaman, U. S. N. R. F., U. S. S. "Ticonderoga," when "Ticonderoga" was torpedoed.

LaColla, Stephen, Co. C, 9th Inf., 2d Div., killed in action, France.
Laird, John, Co. C, 301st Fld. Sig. Bn., 76th Div., disease, Luxemburg, Germany.
Lalley, William J., Btry. B, 147th F. A., 41st Div., disease overseas.
Lamore, Edmund, R. A., Co. B, 7 Bn., 20th Engrs., disease.
Landrigan, Peter A., apprentice seaman, U. S. N. R. F., Naval Tng. Camp, Bumkin Island, disease at Bumkin Island.
Lane, Henry E., seaman, U. S. N. R. F., Naval Torpedo Sta., Newport, R. I., disease, Newport, R. I.
Lane, James J., sergeant, R. A., Util. Div., Q. M. C., Camp Jackson, S. C., disease.
Lang, Harold H., machinist's mate, U. S. N., U. S. S. A-7, at Canacao, Philippine Islands.
Langdon, Francis E., electrician, radio, U. S. N., Naval Air Sta., Miami, Fla., seaplane accident at Miami, Fla.
Langdon, Warren H., lt., Temp. U. S. N., U. S. S. "Albany," died.
Langsam, Herman E., corporal, Btry. E, 102d F. A., 26th Div., killed in action overseas.
Langen, Francis E., electrician, radio, U. S. N., seaplane accident at Miami, Fla.
Larson, Carl, Co. A, 11th M. G. Bn., 4th Div., wounds received in action, France.
Lasser, Ralph H., Co. E, 101st Engrs., 26th Div., killed in action, France.
Lauricella, Frank, Ord. Corps, disease.
LaVie, Joseph M., electrician, 1st cl., U. S. N., U. S. S. "Wando," disease, Naval Hosp., Norfolk, Va.
Lawrence, Charles H., 1st Day Bombing Grp., 96 Aero Sq., killed accidentally, France.
Lawson, John, R. A., Co. D, 2d Engrs., 2d Div., wounds received in action, France.
Lawton, Thomas Gerald, Co. B, 102d M. G. Bn., 26th Div., wounds received in action overseas.
Leaden, Robert J., seaman, U. S. N., Rec. Ship at Boston, disease, Portsmouth, N. H.
Leahan, Edward H., landsman electrician, radio, U. S. N. R. F., Naval Hosp., Phila., disease, Naval Hosp., Phila.
Leary, Edward J., Co. F, 14th Engrs., disease, France.
Leary, Matthew, Co. F, 101st Inf., 26th Div., disease overseas.
Leavitt, James, Co. B, 328th Inf., 82d Div., killed in action overseas. Cited in G. O. No. 11.
Leavitt, James, R. A., Co. E, 23d Inf., 2d Div., killed in action, France.
Lee, Christopher F., major, Inf., Evac. Hosp., No. 4, wounds received in action, Gen. Hosp., No. 41, Fox Hills, N. Y. Awarded D. S. C.—French Legion d'honneur (Chevalier), and French C. de G., with palm.
Lees, James E., Co. C, 101st Engrs., 26th Div., wounds received in action, France.
Leighton, Cecil W., seaman, U. S. N., U. S. S. "Chestnut Hill," drowned, Hampton Roads, Va.
Leighton, John H., Btry. C, 101st F. A., 26th Div., killed in action, France.
Leland, Joseph, 28th Co., 7th Tng. Bn., 151st D. B., disease at Camp Devens.
Levine, Abe, Co. C, 6th Engrs., 3d Div., wounds received in action overseas.
Levy, Samuel, Co. E, 23d Inf., 2d Div., killed in action, France.
Lewenberg, Mandel M., Co. I, 9th Inf., 2d Div., wounds received in action, France.
Lewis, Morse, Co. E, 3d Div., Sup. Tn., killed in action, France.
Lindsay, John F., Co. I, 101st Inf., 26th Div., wounds received in action overseas.
Linton, Frederick M., 1st lt. Inf., 102d Inf., 26th Div., killed in action, France. Awarded D. S. C. and C. de G., with palm.
Littlefield, Brewster E., master engineer, Jr. Grade, Hq. Co., 101st Engrs., 26th Div., at Glorieux Hosp., near Verdun, wounds received in action.
Lockrey, Roger W., seaman, U. S. N., U. S. S. "Pastores," drowned.
Lonergan, Joseph F., seaman, U. S. N., U. S. S. "Paducah," disease, Chelsea Naval Hosp.
Looney, Joseph E., Btry. B, 81st F. A., 8th Div., disease.
Lord, Orlando M., 2d lt., Air Service, Flying Detachment, Ellington Field, Texas, airplane accident, Payne Field, Miss.
Loughman, Joseph P., sergeant major, Btry. F, Repl. Bn. R. R. A., disease overseas.
Lyford, Thornton, Co. E, 316th Inf., 79th Div., wounds received in action overseas.
Lynch, William J., 82d Co., 6th Regt., killed in action, France.
Lynsky, Raymond A., Co. C, 103d Inf., 26th Div., killed in action, France.
Lyons, Herbert A., M. G. Co., 101st Inf., 26th Div., killed in action, France.
MacCormack, Daniel A., 1st lt. Inf., Co. M, 327th Inf., 82d Div., killed in action, France.

MacDonald, Albert H., Co. M, 104th Inf., 26th Div., killed in action, France.
MacDonald, Alexander A., sergeant, E. R. C., Am. Co., No. 30, 519th San. Tn., wounds received in action overseas.
MacDonald, Andrew J., Btry. F, 119 F. A., wounds received in action, France.
MacDonald, John L., Co. A, 101st Inf., 26th Div., disease overseas.
MacDonnell, Thomas F., electrician, 3d cl., U. S. N., U. S. S. "Cyclops," aboard when ship was lost.
MacLean, Roderick A. J., Co. C, 101st Inf., 26th Div., wounds received in action overseas.
MacLellan, John J., corporal, Co. C, 47th Inf., 4th Div., wounds received in action, France.
MacLeod, M. K., Ottawa Cas. List, reported "killed in action."
McBeth, Charles, Co. B, 4 M. G. Bn., 2d Div., killed in action, France.
McBride, John J., corporal, Co. A, 101st Inf., 26th Div., killed in action, France.
McBride, James T., U. S. M. C., 54th Co., 2d Reg., Haiti, disease, in Haiti.
McCaffrey, Thomas, Co. A, 60th Inf., 5th Div., killed in action, France.
McCart, Joseph W., 71st C. A. C., disease, overseas.
McCarthy, Charles J., Co. M, 109th Inf., 28th Div., killed in action, France.
McCarthy, Dennis D., corporal, Co. E, 101st Inf., 26th Div., killed in action, France.
McCarthy, Edwin G., seaman, U. S. N. R. F., Naval Tng. Camp, Bumkin Is., disease, Naval Tng. Camp, Bumkin Is.
McCarthy, John A., Co. B, 603d Engrs., disease.
McCarthy, Joseph D., Btry. C, 119th F. A., 32d Div., killed in action, France.
McCarthy, John T., Co. H, 165th Inf., 42d Div., killed in action, France.
McCartin, John P., Co. D, 4th Engrs., 4th Div., disease, France.
McCauley, Martin, 152d D. B., disease, at Camp Upton.
McClare, Ethelbert E., Canadian Army, wounds received in service, France.
McCloskey, William F., horseshoer, Sup. Co., 101st Inf., 26th Div., disease, in Boston.
McCluskey, William A., 151st D. B., disease, Base Hospital, Camp Devens.
McColgan, Edward M., Co. E, 6th Inf., 5th Div., disease overseas.
McConnell, Joseph W., captain Inf., Co. A, 101st Inf., 26th Div., killed in action, France.
McCormack, Leslie P., Ottawa War Office Records, disease, C. E. P.
McCormack, Thomas L., seaman, U. S. N. R. F., U. S. S. "Yacona," disease, at Chelsea Naval Hosp.
McGraw, Peter W., Co. A, 102d M. G. Bn., 26th Div., killed in action overseas.
McCue, Edmund M., M. D. Detachment, Fort Strong, disease, Fort Strong.
McDermott, Edwin G., corporal, Co. C, 101st Inf., 26th Div., died in action, France.
McDermott, James C., lt., U. S. N., died of disease, Chelsea Naval Hosp.
McDonald, Angus J., corporal, Co. C, 211 Field Signal Battalion, 11th Div., disease.
McDonald, Edward S., yeoman, U. S. N. R. F., U. S. S. "Triton," Navy Yard, Wash., D. C., disease at Naval Hosp., Wash., D. C.
McDonald, Francis A., Co. G, 165th Inf., 42d Div., killed in action overseas.
McDonald, Fred, major, U. S. Guards, 3d Batt., U. S. G., disease, in Boston.
McDonald, Michael H., chief water tender, U. S. N., Rec. Ship, at Boston, disease, at Somerville.
McDonough, John Francis, corporal, R. A., Co. B, 4th Inf., 3d Div., killed in action, France. Awarded D. S. C.
McDonough, Michael H., sergeant, U. S. M. C., Quantico, Va., disease, Quantico, Va.
McFeeley, Edward, Co. D, 7 Am. Tn., 7th Div., disease overseas.
McGaffigan, Daniel L., Co. L, 9th Inf., 2d Div., killed in action, France.
McGoldrick, Charles W., cook, Btry. C, 302d F. A., 76th Div., disease overseas.
McGoldrick, Edward J., corporal, Co. E, 38th Inf., 3d Div., killed in action, France.
McGrath, George S., ship's cook, 3d cl., U. S. N. R. F., Naval Base, Inverness, Scotland, disease, Naval Base, No. 17, Inverness, Scotland.
McGrath, Joseph F., Btry. E, 306th F. A., 77th Div., accident overseas.
McGurin, Alfred J., cook, 20 Co., C. A. C., wounds received in action, France.
McHaskell, William, boatswain's mate, 1st cl., U. S. N., U. S. S. "Paulding," died Kirkwall, Orkney Island.
McHugh, Peter John, sergeant, 7th Casual Co., disease, France.
McIver, Gavin R., corporal, Co. A, 101st Inf., 26th Div., killed in action, France. Recommended for citation.
McKay, Ivan L., Ottawa War Records, Canadian Army, killed in action, France.

McKay, William J., Co. A, 102d M. G. Bn., 26th Div., killed in action, France.
McKenna, James M., corporal, Co. A, 101st Inf., 26th Div., wounds received in action, France.
McKenney, Arthur, sergeant, Co. L, 165th Inf., 42d Div., died overseas.
McKenney, Everett N., E. R. C., Co. A, 4 Reserve Engrs. (14 Railway Engrs.), disease, at Etaps, France.
McKenzie, Charles Patrick, seaman, U. S. N., U. S. S. "Gloucester," disease, Rec. Ship at New York City.
McKeon, George H., Co. A, 101st Inf., 26th Div., disease overseas.
McKeon, George J., Co. M, 102d Inf., 26th Div., killed in action, France.
McKeon, James J., Co. A, 28th Inf., 1st Div., killed in action, France.
McLaughlin, Cornelius J., R. A., Co. I, 26th Inf., 1st Div., drowned in sinking of "Antilles."
McLaughlin, George I., chief yeoman, U. S. N. R. F., Navy Yard, Boston, disease at Navy Yard, Boston.
McLaughlin, James F., Co. C, 120th M. G. Bn., 32d Div., killed in action, France.
McLaughlin, John H., ship's cook, Rec. Ship, Phila., Pa., disease, Naval Hosp., League Island, Pa.
McLaughlin, Stephen P., seaman, U. S. N. R. F., Rec. Ship, Boston, disease, Naval Hos., Chelsea.
McLean, Arthur F., Ord. Corps, disease.
McLoughlin, James P., 353 Aero Sq., S. C., A. S., disease.
McMahon, Francis C., Co. C, 73d Inf., 12th Div., disease, Camp Devens.
McMasters, Charles A., Btry. F, 74 C. A. C., disease, Liverpool, Eng.
McNamara, Edward W., R. A. Supply Co., 23d Inf., 2d Div., disease overseas.
McNamara, Ernest R., R. A., Co. L, 23d Inf., 2d Div., killed in action, France.
McNamara, Michael E., wagoner, C Co., F. A., Repl. Dft., disease, at Camp Jackson.
McNamara, R. F., Canadian Army or B. E. F., reported "dead."
McNulty, Henry A., S. A. T. C., disease, in Boston.
McNulty, William J., fireman, 1st cl., U. S. N., U. S. S. "Virginia," at Chelsea Naval Hosp.
McPhee, John J., S. A. T. C., disease, Syracuse, N. Y.
McSheffrey, George, foreman, U. S. N. R. F., Rec. Ship at Boston, at Chelsea Naval Hosp.
Madden, Henry, wagoner, Co. D, 2 Corps Arty. Park., disease overseas.
Maertins, Walter C., machinist's mate, 1 cl., Aviation, U. S. N. R. F., Rec. Barracks, State Pier, New London, Conn., disease, Naval Hosp., New London, Conn.
Mackay, Robert A., 2d lt. Inf., 3 M. G. Bn., 2 Brig., 1st Div., killed in action, France.
Maffa, Frank J., Btry. F, 107th F. A., 28th Div., killed in action, France.
Mahoney, Cornelius J., Co. D, 101st Inf., 26th Div., killed in action, France.
Mahoney, James A., landsman for mach. mate, U. S. N. R. F., Naval Tng. Camp, Pensacola, Fla., disease, Naval Hosp., Pensacola, Fla.
Mahoney, James F., sergeant, Co. E, 101st Inf., 26th Div., wounds received in action, France.
Mahoney, James Raymond, 1st lt., Q. M. C., Hq. Co., Q. M. C., 8th Div., disease, U. S. Gen. Hosp., Fort Porter, Buffalo, N. Y.
Malley, Charles F. M. (alias O'Malley, Charles), Canadian Army, Co. C, 76 Can. Inf., C. E. F., disease, France.
Malloch, Grace L., nurse, Base Hosp., No. 55, disease, Base Hosp., No. 55, overseas. Cited for conspicuous and meritorious service at B. H., No. 55.
Manning, John Patrick, boilermaker, U. S. N. R. F., Naval Base Hdqts., Boston, disease at Gallop's Island.
Mannister, Paul, 42d Co., C. A. C., disease, Fort Terry, N. Y.
Mansfield, Gordon W., corporal, Co. I, 23d Inf., 2d Div., wounds received in action, France.
Marcy, Leon P., Syracuse Recruit Camp., Syracuse, disease, at Syracuse, N. Y.
Marder, Maurice, M. G. Co., 101st Inf., 26th Div., killed in action, France.
Marks, Maynard T., seaman, U. S. N., Naval Tng. Sta., Newport, R. I., disease, Naval Hosp., Newport, R. I.
Maroney, John J., Co. L, 23d Inf., 2d Div., wounds received in action, France.
Marshall, Frederick A., seaman, U. S. N., Rec. Ship, at Boston, at Naval Hosp., Fort Lyon.

Martell, William H., sergeant, Hq. Co., 101st Inf., 26th Div., wounds received in action, France.
Martin, Thomas H., Aero Sq., 871 Rep. Sq., St. Paul, Minn., disease at St. Paul.
Mason, Clifford B., Co. L, 372d Inf., 93d Div., wounds received in action overseas.
Matthew, Harold H., corporal, Co. L, 325th Inf., 82d Div., killed in action, France.
Max, Charles, Co. F, 6th Am. Tn., disease overseas.
Mayne, John, Med. Dept., 101st Inf., 26th Div., killed in action overseas. Awarded D. S. C.
Mayo, Frank, 3 Bn. Royal Fusileers, British Army, killed in action.
Mead, James E., chief gunner's mate, U. S. N. R. F., Naval Amm. Depot, France, disease, in Boston.
Meade, John Carberry, 103d Co., 25th Bn., Syracuse Rct. Camp, disease, at Syracuse.
Medeiros, Frank L., sergeant, Co. M, 28th Inf., 1st Div., killed in action, France. Awarded D. S. C., and cited for gallantry in action.
Meehan, George R., 2d lt. Inf., 18th Inf., 1st Div., wounds received in action, France. Awarded D. S. C.
Meehan, John R., sergeant, Hq. Co., 101st Inf., 26th Div., killed in action, France.
Meehan, Patrick J., sergeant, Q. M. C., disease, Base Hosp. No. 3, Brownville, Texas.
Melious, Costos, Co. L, 151st D. B., disease, at Camp Devens.
Mendoza, Manuel, Co. L, 9th Inf., 2d Div., killed in action, France.
Menichoes, George J., Co. H, 26th Inf., 1st Div., killed in action, France.
Mercuri, Angelo, mechanic, Co. K, 18th Inf., 1st Div., disease, France. Cited for gallantry in action.
Merrick, Hyde Buxton, sergeant, 1st cl., 34th Aero Sq., airplane accident, France.
Mickiewicz, Kosty, Med. Det., 161st Inf., 41st Div., disease overseas.
Mieusset, Claude E., Co. A, 102d M. G. Bn., 26th Div., disease overseas.
Miller, Albert, C. A. C., disease, in Boston.
Miller, Joseph A., Co. A, 101st Inf., 26th Div., wounds received in action, France.
Miller, Max, Co. G, 53d Pioneer Inf., wounds received in action overseas.
Miller, William, boatswain Temp. U. S. N., U. S. S. "Stribling," died Naval Hosp., Gibraltar.
Miller, William S., corporal, Co. D, 327th Inf., 82d Div., wounds received in action overseas, in Gen. Hosp., No. 30, Plattsburg, N. Y.
Milliken, Herbert H., Co. A, 101st Inf., 26th Div., wounds received in action overseas.
Milliken, Karl R., corporal, Co. B, 35th M. G. Bn., 12th Div., disease, Camp Devens.
Moffitt, Mason C., 53d Co., 13th Bn., 151st D. B., died Base Hosp., Camp Devens.
Mokler, Michael J., 18th Co., 5th Bn., 153d D. B., disease, Camp Dix.
Monahan, Mary A., yeoman, Class F, U. S. N. R. F., Navy Yard, Boston, killed by accident, Hampton Falls, N. H.
Monahan, Frederick A., corporal, Troop G, 310th Cav., disease.
Montguire, Thomas B., 306th Bn. T. C., disease.
Mooney, Daniel H., seaman, U. S. N., Rec. Ship, Boston, disease, Chelsea Naval Hosp.
Moore, James F., Co. A, 35th M. G. Bn., 12th Div., disease, at Camp Devens.
Moore, Leslie A., seaman, U. S. N. R. F., U. S. S. "Nebraska," disease, "Nebraska."
Morahan, Edward J., Co. D, 60th Inf., 5th Div., killed in action, France.
Moran, Patrick W., sergeant, 1st cl., Bakers' & Cooks' Sch., Camp Dix, disease at Camp Dix.
Moriarty, John, Canadian Army, wounds received in France. Ottawa War Records.
Morong, John A., seaman, U. S. N., Armed Dft. Detail, N. Y. City, disease, Naval Hosp., New York City.
Morris, Frederick, R. A., M. G. Co., 6th Inf., 5th Div., killed in action, France.
Morris, Vincent G., R. A., Co. C, 30th Inf., 3d Div., disease.
Morse, Clyde W., U. S. M. C., Hq. Co., 5th Regt., 2d Div., wounds received in action overseas.
Mortimer, Richard, Jr., 1st Lt., A. S., O. R. C., died airplane accident, France.
Moschello, Salvatore, Co. L, 60th Inf., 5th Div., killed in action, France.
Moses, John W., 1st sergeant, Co. A, 101st Inf., 26th Div., killed in action, France.
Mosher, James F., corporal. Co. E, 4th Inf., 3d Div., killed in action, France.
Mulcahy, Joseph A., 34th Co., 9 Bn., 153d D. B., disease, Camp Dix.
Mulhern, Thomas A., Co. B, 36th M. G. Bn., 12th Div., disease, Camp Devens.
Mulhern, William J., Btry. C, 302d, F. A., 76th Div., died overseas.

Mullaney, John T., East Lancashire Regt., B. E. F., killed in action overseas.
Mullen, Henry J., cook, R. A., Med. Dept., Tng. Co. A, disease, France.
Mullen, John J., Co. L, 102d Inf., 26th Div., killed in action, France.
Mulligan, A. A., reported "killed in action," Ottawa Cas. List.
Mullin, Edward F., Fld. Hosp., No. 314, 304th San Tn., 79th Div., disease overseas.
Muncey, Alton E., U. S. M. C., 47th Co., 5th Regt., 2d Div., wounds received in action, France.
Murad, John S., Co. C, 49th Inf., killed in action overseas.
Murphy, Cornelius A., Army Field Clk., A. G. O., disease, Coblenz, Germany.
Murphy, James J., Btry. B, 101st F. A., 26th Div., killed in action, France.
Murphy, John, sergeant, R. A., Co. A, 26th Inf., 1st Div., disease overseas.
Murphy, John F., fireman, 2d cl., U. S. N., Rec. Ship at Boston, disease, Chelsea Naval Hosp.
Murphy, John J., ship's cook, 3d cl., U. S. N. R. F., U. S. S. "Relief," died at Kittery, Me.
Murphy, John W., Jr., Co. C, 101st Inf., 26th Div., wounds received in action overseas.
Murphy, Joseph P., fireman, 3d cl., U. S. N., U. S. S. "Jacob Jones," died on board ship, Base 6, Queenstown, Ireland.
Murray, G., lt., Ottawa Cas. List, reported "killed in action."
Murray, Thomas V., Co. L, 23d Inf., 2d Div., killed in action, France.
Necchi, John, U. S. A., Debarkation Hosp., N. Y., of disease, Debark. Hosp., N. Y.
Nee, John, fireman, 3d, U. S. N. R. F., Naval Hosp., Chelsea, disease, at Waltham.
Nee, Peter J., R. A., Co. B, 47th Inf., 4th Div., disease overseas.
Nelligan, William P., corporal, Co. B, 101st Inf., 26th Div., killed in action, France.
Nelson, George M., Co. F, 167th Inf., 42d Div., killed in action, France.
Nestor, Constantine V., see Vegnopoulos, Constantine.
Neville, Patrick, sergeant, R. A., Co. B, 47th Inf., 4th Div., killed in action, France.
Newcomb, Charles J., Co. C, 103d Inf., 26th Div., killed in action, France.
Newton, Frederick J., Co. D, 101st Inf., 26th Div., wounds received in action overseas.
Nichiporuk, Stefan, Co. C, 18th Inf., 1st Div., disease overseas.
Nickerson, Oscar N., 19th Co., 5th Tng. Bn., 151st D. B., disease, Camp Devens.
Noble, Harold C., Flying Cadet Det., A. S. Sch., E. R. C., airplane accident.
Nolan, Herbert J., boatswain's mate, 2d cl., U. S. N. R. F., U. S. S. "Ticonderoga," sinking of "Ticonderoga," enemy submarine.
Nolan, John R., fireman, 2d cl., U. S. N., U. S. S. "New Hampshire," drowned at Yorktown, Va.
Noonan, Arthur J., Co. H, 101st Inf., 26th Div., killed in action, France.
Noone, Walter J., 6th Rct. Co., C. A. C., Fort Slocum, disease.
Noyer, Walter F., Camp Zachary Taylor, disease, Camp Zachary Taylor.
Nunn, Paul H., corporal, Co. F, 105th Inf., 27th Div., disease, Camp Wadsworth, S. C.
O'Brien, Edward J., 2d lt., Q. M. C., 303d Gd. and Fire Co., Q. M. C., disease in New York City.
O'Brien, John C., seaman, U. S. N. R. F., Naval Tr. Camp, Bumkin, Idaho, disease, Bumkin, Idaho.
O'Brien, John J., Co. C, 36th M. G. Bn., 12th Div., disease, at Camp Devens.
O'Brien, Matthew A., Co. I, 165th Inf., 42d Div., killed in action, France.
O'Brien, Michael R., Mil. Pol., 12th Div., disease, at Camp Devens.
O'Brien, Peter J., seaman, U. S. N. R. F., Navy Yard, Boston, accident, Hampton Falls, N. H.
O'Connell, Jeffrey A., 107th Engrs. Tn., 32d Div., disease overseas.
O'Connell, John J., machinist, U. S. N. R. F., U. S. S. "Bridgeport," disease on board "Bridgeport."
O'Connell, Michael J., corporal, Co. D, 101st Inf., 26th Div., killed in action, France. Awarded D. S. C.
O'Connell, Patrick J., Co. F, 60th Inf., 5th Div., killed in action, France.
O'Connor, Annie Gertrude, nurse, Base Hosp., No. 7, disease overseas.
O'Connor, Charles A., chief yeoman, U. S. N., U. S. S. "Chauncey," sinking of "Chauncey" off Gibraltar.
O'Connor, Daniel, Co. K, 306th Inf., 77th Div., wounds received in action, France.
O'Connor, John J., foreman, 3d class, U. S. N. R. F., U. S. S. "Sea Gull," drowned from "Sea Gull," Boston Harbor.
O'Connor, Lawrence, Btry. E, 25th F. A., 9th Div., disease overseas.

O'Connor, Timothy, 2d lt. inf., Co. M, 108th Inf., 27th Div., wounds received in action, France.
O'Daly, Patrick, Btry. A, 102d F. A., 26th Div., accident overseas.
O'Donnell, James T., M. G. Co., 74th Inf., 12th Div., disease, at Camp Devens.
O'Donoghue, Michael F., Hdq. Co., 151st Inf., 38th Div., wounds received in action, France. Recommended for meritorious conduct.
O'Driscoll, George P., Co. E, 60th Inf., 5th Div., killed in action, France.
O'Gorman, Matthew E., chief yeoman, U. S. N. R. F., Naval Air Sta., Northern Bombing Group, Field A, France, drowned, airplane accident, France. Awarded Navy Cross.
O'Leary, Charles, gunner's mate, 2d cl., U. S. N., U. S. S. "Virginia," disease, Chelsea Naval Hosp.
O'Leary, Frank J., sergeant, 1st cl., F. H. Co., 101st Inf., 26th Div., accident overseas.
O'Leary, Leo Francis, engineman, 2d cl., U. S. N., Naval Hosp., Cape May, disease, Naval Hosp., Cape May, N. J.
Oliva, Felix M., Hq. Troop, 26th Div., killed in action, France.
Olivelli, Alfiero, Co. M, 301st Inf., 76th Div., accident, Camp Devens.
Oliver, John F., seaman, U. S. N. R. F., U. S. S. "Maine," died in Boston.
Ollive, James John, Co. M, 9th Inf., 2d Div., wounds received in action, France.
Olson, Fred C. W., U. S. M. C., 75th Co., 6th Reg., 3d Div., killed in action, France.
Olstein, Edward, Co. A, 26th Inf., 1st Div., wounds received in action, France. Cited in G. O., No. 1, Hq. 1, Div.
O'Malley, Arthur F., ship's fitter, U. S. N. R. F., Naval Tng. Camp, Hingham, disease, Strong Hosp., Boston.
O'Malley, Charles, see Malley, Charles Francis Maurice. Canadian Army.
O'Neil, Cornelius, Co. L, 36th Inf., 12th Div., disease, Fort Banks.
O'Neil, John Paul, lt. (temp.), U. S. N., Navy Rec. Sta. Boston, disease, Naval Hosp., Chelsea.
O'Neill, Cornelius, Co. C, 3 M. G. Bn., 1st Div., killed in action overseas. Cited in G. O. No. 1, Hq. 1, Div.
O'Neill, James, Co. F, 26th Inf., 1st Div., killed in action overseas.
Opie, Frank, Co. A, 11th Engrs., wounds received in action overseas.
Oppenheim, Aaron J., sergeant, Co. G, 4th Am. Tn., 4th Div., wounds received in action, France. Cited in G. O., No. 40.
O'Toole, Jeremiah J., Co. G, 348th Inf., 87th Div., disease overseas.
O'Toole, William, Co. L, 6th Inf., 5th Div., killed in action overseas.
Page, John W., R. A., Btry. A, 5th F. A., 1st Div., wounds received in action overseas. Cited in G. O., No. 1, Hq. 1st Div.
Palmer, Robert J., 8th Co., 152d D. B., disease, at Camp Devens.
Palmer, Thomas, ship's cook, 1st cl., U. S. N. R. F., Naval Hosp., Norfolk, Va., disease, at Naval Hosp., Norfolk, Va.
Palmer, William A., seaman, U. S. N. R. F., U. S. S. "Canonicus," disease, at Hampton Roads, Va.
Palumbo, Ralph J., Co. A, 102d M. G. Bn., 26th Div., killed in action overseas.
Palumbo, Tony, Co. C, 165th Inf., 42d Inf., killed in action, France.
Park, Clifford G., 2d lt., aviation, disease, France.
Parker, Bradstreet, chief quartermaster, Aviation, U. S. N. R. F., Avia. Det., M. I. T., disease, at Boston.
Parowan, Peter, Co. D, 83d Inf., 17th Div., disease.
Partington, Ernest, 6 Bn., Royal North Lancaster Regt., B. E. T., killed in action, in Mesopotamia.
Patrie, Evelyn V., nurse, Post Hosp., Ft. Oglethorpe, accident.
Patten, Harold K., chief machinist's mate, U. S. N. R. F., Naval Tng. Camp, Pelham Bay Park, N. Y., disease at Naval Hosp., Pelham Bay Park, N. Y.
Pearson, Carl A., Co. A, M. P., 12th Div., disease, Camp Devens.
Pearson, Roy J., seaman, U. S. N. R. F., U. S. S. "Oklahoma," at Naval Base Hosp., No. 4, Queenstown, Ireland.
Peck, Milton F., sergeant, Btry. A, 12th Regt., disease, Camp Jackson.
Pedoni, Michael, Co. G, 319th Inf., 80th Div., killed in action overseas.
Pendleton, Reise Maxfield, yeoman, F, 3d cl., U. S. N. R. F., Naval Hosp., Chelsea, disease at Mass. Gen. Hosp.

Perkins, Michael J., Co. D, 101st Inf., 26th Div., killed in action, France. Awarded Congressional Medal of Honor; Medaille Militaire by Presidential Decree; C. de G., with palm; also Italian Croce di Guerra.
Perlstein, Marion R., yeoman, 1st cl., F, U. S. N. R. F., Navy Yard, Boston, disease, Peter Bent Brigham Hosp., Boston.
Perry, Edward H., 1st lt., Engrs., Co. D, 6th Engrs., 3d Div., killed in action, France. Citation for Distinguished and Exceptional Gallantry.
Perry, George E., Co. E, 312th Am. Tn., 87th Div., disease overseas.
Pescine, Vincenzo, Co. B, 302d Inf., 76th Div., disease overseas.
Peters, William F., Btry. A, 54th C. A. C., explosion accident overseas.
Peterson, Carl V., Co. M, 18th Inf., 1st Div., disease overseas.
Peterson, John C., Co. H, 101st Inf., 26th Div., disease overseas.
Peterson, Nils Alfred, seaman, U. S. N. R. F., Naval Hosp., N. Y. C., disease, at Naval Hosp., Chelsea.
Petterson, John A. V., Naval Tng. Camp, Hingham, disease, at N. T. C., Hingham.
Petts, Robert H., seaman, U. S. N. R. F., Naval Hosp., Chelsea, disease, Naval Hosp., Chelsea.
Phee, Jordan E., corporal, Btry. C, 76th F. A., 3d Div., killed in action, France.
Phillips, Arthur, Co. E, 6th Inf., 5th Div., killed in action, France.
Phillips, Robert H., U. S. M. C., 158th Co., disease, at Philadelphia, Pa.
Phinn, Frank G., seaman, U. S. N. R. F., Naval Overseas Trans. Serv., Boston, disease, at Roxbury.
Pickett, Minard E., cook, Co. I, 138th Inf., 35th Div., disease overseas.
Piso, Rocco, Co. A, 101st Inf., 26th Div., killed in action, France.
Pohl, William, Jr., corporal, Co. C, 103d Inf., 26th Div., killed in action, France.
Poitevin, Henry G., Pioneer, Royal Engrs., British Army, Group No. 437, wounds received in action, France.
Powers, John P., Co. E, 126th Inf., 32d Div., wounds received in action overseas.
Pramas, William, Co. E, 38th Inf., 3d Div., killed in action, France.
Prescott, Charles E., seaman, U. S. N., Naval Hosp., Chelsea, at Naval Hosp., Chelsea.
Price, Albert D., sergeant, U. S. M. C., Eastern Recruiting Div., disease, Boston.
Priezjeff, Zosema, corporal, R. A., Co. F, 39th Inf., 4th Div., killed in action, France.
Prince, Norman, sous-lt., Escadrille Lafayette, injuries received in line of duty. Founder Amer. Sq., later Escadrille Lafayette. Awarded C. de G., first star, first palm, third palm; also Medaille Militaire.
Putnam, David E., 1st lt., A. S., 139th Aero Sq., killed in action, France. Awadred 7 point palm with citation; silver star with citation; D. S. C., and C. de G., with palm, under Order No. 11,054 "D."
Purcell, James, Hg. Det., F. A. Brigade, Camp McClellan, disease.
Procter, Arthur H., Hq. Co., 165th Inf., 42d Div., disease, overseas.
Quinn, Eric D., U. S. M. C., 16th Co., 5th Regt., Philadelphia, Pa., killed in action, France.
Quinn, Francis K., Cas. Det. Sig. Corps, Garden City, L. I., disease, Hazlehurst Field.
Quinlan, John P., Co. K, 165th Inf., 42d Div., killed in action, France.
Rabczynski, Stanley, U. S. M. C., 6th Co., Quantico, Va., drowned, Quantico, Va.
Ramsey, Roger R., Co. K, 165th Inf., 42d Div., killed in action, France.
Randell, Thomas, Canadian Army, killed in action on Somme. B. E. F.
Rauso, Benito, machinist's mate, 1st cl., U. S. N., Naval Air Sta., Naval Hosp., Portsmouth, N. H.
Ray, Matthew R., corporal, Co. D, 101st Inf., 26th Div., killed in action, France.
Raymond, Carleton E., Sup. Co., 60th Inf., 5th Div., disease overseas.
Reed, Alexander, 55th Co., 13 Bn., 151st D. B., disease, at Camp Devens.
Reed, Benjamin S., Co. A, 102d M. G. Bn., 26th Div., killed in action, France.
Reed, Charles E., Ensign U. S. N. R. F., Royal Air Sta., Queenstown, Ireland, drowned, near coast of Ireland.
Reed, Samuel V., Co. L, 104th Inf., 26th Div., killed in action, France.
Regan, Charles J., corporal, Hq. Co., 104th Inf., 26th Div., wounds received in action, France. Recommended for Div. Citation.
Reilly, Edward J., Carpenter's Mate, 1st cl., U. S. N. R. F., Naval Air Sta., Lough Foyle, Ireland, disease, Nav. Air Sta., Lough Foyle, Ire.
Reynolds, Charles P., captain, F. A., Hq. Co., 101st F. A., 26th Div., disease, Camp Hosp., No. 8, France. Awarded citation; recommended for D. S. C.

Rich, Charles J., storekeeper, 2d cl., U. S. N. R. F., Rec. Ship at Boston, disease, in Boston.
Richards, John I., seaman, U. S. C. G., "Tampa," sinking of "Tampa," Bristol Channel.
Richardson, Thomas A., M. D., 12th Sup. Tn., 12th Div., disease, Camp Devens.
Riley, Frank W., ensign, U. S. N. R. F., Naval Air Sta., Miami, Fla., disease, Key West, Fla.
Riley, Ralph R., water tender, U. S. N., Rec. Ship at Boston, died Naval Hosp., San Diego, Cal.
Rindeau, Arthur J., gunnery sergeant, U. S. M. C., 47th Co., 5th Regt., Philadelphia, Pa., killed in action, France. Awarded D. S. C. and Navy Cross.
Ring, Thomas A., boatswain's mate, 1st cl., U. S. N. R. F., Naval Hosp., Norfolk, Va. Died at Naval Hosp., Va.
Ringer, Stanley A., sergeant, U. S. M. C., 5th Regt., 2d Div., killed in action, France.
Ritchie, Richard T., Co. C, 3 M. G. Bn., 1st Div., wounds received in action, France.
Riznick, Philip, seaman, U. S. N. R. F., Naval Base, No. 17, Ivergordon, Scotland. Injuries received U. S. Naval Base, No. 17, Ivergordon, Scotland.
Rizoz, William, corporal, R. A., Co. A, 47th Inf., 4th Div., killed in action, France.
Robbie, John, 1st sergeant, Co. L, 104th Inf., 26th Div., killed in action, France. Awarded C. de G. with gilt star.
Roberts, Clarence J., fireman, 2d cl., U. S. N. R. F., Naval Tng. Camp, Hingham, disease, at Naval Hosp., Chelsea.
Roberts, Thomas J., corporal, Co. C, 101st Inf., 26th Div., wounds received in action, overseas.
Roberts, William, Co. A, 104th Inf., 26th Inf., disease, overseas.
Roberts, William F., sergeant, sr. gr., Hq. Co., 701st Engrs., Steve. Bn., disease.
Robinson, Warren E., 1st lt. Inf., 102d M. G. Bn., 26th Div., wounds received in action, France. Recommended for D. S. C.
Rock, Alfred P., Troop C, 3d Cav., disease overseas.
Rogers, Ralph T., chief quartermaster, U. S. N. R. F., Naval Air Sta., Miami, Fla., disease, Naval Hosp., Pensacola, Fla.
Rogers, Thomas J., Co. I, 23d Inf., 2d Div., killed in action, France.
Rooney, Owen, wagoner, 103d Amb. Co., 101 San. Tn., 26th Div., killed in action, France.
Root, George W., sergeant, N. A., Co. A, 303d Bn., Tank Corps, disease, U. S. Base Hosp., No. 40, Salisbury Court, England.
Rosenberg, Nathan, landsman for electrician, U. S. N., Rec. Ship at New York City, drowned, Rec. Ship at N. Y. C.
Roska, Victor J., U. S. M. C., Repl. Bn., wounds received in action, France.
Ross, Frank, Co. A, 103d Inf., 26th Div., disease overseas.
Ross, Harrison E., chauffeur, No. 829 Aero Sq., disease overseas.
Ross, John W., lt., U. S. N., disease, U. S. S. "Missouri," at Brest.
Rotch, Lester J., Co. I, 101st Inf., 26th Div., killed in action, France.
Roth, William L., Inter. Med. Sup., No. 2, disease overseas.
Roullier, Adolphus D., Co. C, 12th Sup. Tn., Q. M. C., disease.
Rugin, Charles, Co. A, 9 Mounted Engrs., died.
Russo, Joseph (Guiseppe), landsman baker, U. S. N. R. F., Naval Tng. Camp, Hingham, disease, Quarantine Sta., Gallops Island.
Rutstein, Benjamin, Co. K, 167th Inf., 42d Div., killed in action overseas.
Ryan, Matthew R., alias Ray, Matthew R.
Ryan, Thomas A., Co. D, 101st Inf., 26th Div., killed in action, France. Awarded D. S. C.; cited in G. O., No. 74, 26th Div.
Ryan, Thomas F., 30th Co., 153 D. B., Camp Dix, accident, Camp Dix.
Ryans, Robert M., sergeant, Co. A, 102d Inf., 26th Div., killed in action, France.
Ryley, George W., 1st lt. Inf., Co. L, 102d Inf., 26th Div., killed in action, France.
St. Marie, Oswald, seaman, U. S. N. R. F., Naval Tng. Camp, Hingham, disease, Chelsea Naval Hosp.
Salamone, Alfonzo, Co. D, 165th Inf., 42d Div., killed in action, France.
Saltzman, C., Ottawa Cas. List, reported "killed in action."
Sandquist, Olaf G., Co. I, 325th Inf., 82d Div., killed in action, France.
Santos, Gil, corporal, R. A., Co. C, 30th Inf., 3d Div., killed in action, France.
Sargent, Francis E., Jr., chief yeoman, U. S. N. R. F., Navy Yard, Washington, D. C., disease at Naval Hosp., Wash., D. C.
Seagren, Edward R., Hq. Co., 1 Pioneer Inf., disease overseas.

Sego, Arthur Anthony, 2d lt., A. S., airplane accident at Love Field, Texas.
Seibak, Frank, Co. M, 74th Inf., 12th Div., disease, at Camp Devens.
Seiffert, Frederick F., lance corporal, B. E. F., The King's Regt., killed in action, France.
Scalia, Michael, Co. F, 148th Inf., 37th Div., killed in action, Belgium.
Schiavone, Antonio, R. A., Co. L, 9th Inf., 2d Div., killed in action, France.
Schofield, James V., Hq. Co., Ord. Dept., Penniman, Va., disease at Roslindale.
Schultz, George, corporal, War Prison Bks. Guard, disease.
Scott, William T., flying sch. det., Brooks Field, disease.
Shannon, William A., 4 Bn., Royal Fusiliers, B. A., killed in action. B. E. F.
Shaw, Harry E., Co. O, 3 Bn., C. W. S., Edgewood Arsenal, Md., disease, Edgewood Arsenal, Md.
Shea, Francis A., Co. A, 101st Inf., 26th Div., disease, France.
Shea, James C., corporal, Co. A, 101st Inf., 26th Div., wounds received in action overseas.
Shea, John W., N. A., 176 Aero Sq., A. S., disease.
Sheehan, Daniel F., yeoman, 1st cl., U. S. N., Naval Hosp., Chelsea, disease at Naval Hosp., Chelsea.
Sheehan, James A., chief boatswain's mate, U. S. N., Armed Dft. Detail, N. York City, died U. S. S. "Prairie," San Diego, Calif.
Sheehan, John R., Btry. C, 119th F. A., 32d Div., killed in action, France.
Shepard, George A., U. S. M. C., Hq. Det., Sig Bn., disease, Phila,, Pa.
Shinn, Edward C., chief water tender, U. S. N., Naval Hosp., Chelsea, disease, at Naval Hosp., Chelsea.
Simpson, William B., seaman, U. S. N. R. F., Submarine Sch., New London, Conn., died, Boston.
Sink, William I., Co. B, 101st Inf., 26th Div., killed in action, France.
Small, Blanche N., nurse, Base Hospital, Camp Lee, disease, Camp Lee.
Small, William F., Sup. Co., 101st F. A., 26th Div., accident, France.
Smart, Peter H., Co. K, 103d Inf., 26th Div., wounds received in action overseas.
Smelledge, Charles L., Btry. C, 101st F. A., 26th Div., wounds received in action, France. Recommended for D. S. C.
Smelley, Allen, Co. C, 38th Inf., 3d Div., killed in action, France.
Smith, Clarence E., 2d lt., Q. M. C., died in Boston.
Smith, Joseph A., Co. L, 6th Inf., Mass. N. G., accident, New Market, N. H.
Smith, Samuel F., 38th Co., 10th Tng. Bn., 157th D. B., accident.
Smith, William F., M. C. R., 82d Co., 6th Regt., 2d Div., killed in action, France.
Smith, Winthrop F., ensign, U. S. N. R. F., Naval Air Sta., Bay Shore, L. I., N. Y., disease, Naval Air Sta., Bay Shore.
Sneider, Barnet, Co. I, 327th Inf., 82d Div., killed in action, France.
Snyder, Joseph, corporal, Co. L, 104th Inf., 26th Div., killed in action, France.
Sokol, Peter, Co. F, 38th Inf., 3d Div., killed in action, France.
Solari, Arthur J., Co. D, 101st Inf., 26th Div., accident, France.
Solari, Daniel H., corporal, Co. 235, P. W. E., drowned off Fortress Monroe.
Solomon, Charles P., Btry. B, 48th C. A. C., accident overseas.
Sorenson, Peter K., chief boatswain's mate, U. S. N., U. S. S. "Ascutney," drowned, Rec. Ship, Norfolk, Va. Commended by Sec'y of Navy.
Spinney, George F., corporal, Co. C, 101st Inf., 26th Div., killed in action, France. Awarded D. S. C., and cited in G. O., No. 120, Hqts., 26th Div.
Star, Joseph, Co. B, 3 M. G. Bn., killed in action, France. Cited in G. O., No. 1, 1st Div.
Stearns, William St. A., 1st lt., Aviation, 7th Avia. Inst. Centre (Clermont-Ferrand), airplane accident at Clermont-Ferrand.
Steeves, John B., U. S. M. C., 45th Co., 5th Regt., 2d Div., wounds received in action, France.
Stefani, Ubaldo, Co. D, 328th Inf., 82d Div., disease, at Hospital, N. Y. City.
Stern, Morris Iphraim, chief storekeeper, U. S. N. R. F., Naval Tng. Camp, Pelham Bay Park, N. Y., disease, Naval Hosp., Pelham Bay Park.
Stewart, Francis, Canadian Army, "Killed."
Stinson, Daniel C., U. S. M. C., 17th Co., 5th Regt., 2d Div., wounds received in action, France.
Stokinger, George C., 14th Co., 4 Tng. Bn., 151st D. B., disease, at Camp Devens.
Strachan, William N., A. S., Flying Sq., Cadet Det., Barron Field, disease.
Stroeks, Peter, Tr. H., 310th Cav., disease, Fort Ethan Allen.
Sullivan, Charles H., Sup. Co. Repl. Dft., 7th F. A., disease, Camp Jackson.

Sullivan, Daniel, Gen. Serv. Inf., Syracuse Rct. Camp, disease, Syracuse, N. Y.
Sullivan, James M., landsman-ship fitter, U. S. N. R. F., Naval Tng. Camp, Charleston, S. C., disease at Naval Hosp., Charleston, S. C.
Sullivan, Jeremiah W., 2d lt. Inf., Co. A, 101st Inf., 26th Div., killed in action overseas.
Sullivan, John H., Apprentice Seaman, U. S. N. R. F., died in Boston.
Sullivan, John J., M. C. R., S. O. S. Hosp., wounds received in action, France.
Sullivan, Patrick J., Co. F, 168th Inf., 42d Div., disease overseas.
Sullivan, Patrick James, Co. L, 101st Inf., 26th Div., died at Framingham.
Sullivan, Patrick Joseph, Btry. B, 101st F. A., 26th Div., killed in action overseas.
Sullivan, Richard J., Co. I, 126th Inf., 32d Div., killed in action, France.
Swaine, Frank T., 25th Co., 7th Bn., 151 D. B., disease, Camp Devens.
Sweeney, Allen, chief water tender, U. S. N., Chelsea Naval Hosp., disease, Chelsea Naval Hosp.
Sweeney, Elmer W., 11th Co., 3 Bn., 151 D. B., disease at Camp Devens.
Sweeney, John J., Co. A, 14th Engrs., disease, Brunswick, Ga.
Sweeney, Matthew J., Co. E, 101st Inf., 26th Div., killed in action, France.
Swenson, John A., chief carpenter's mate, U. S. N., Aeron. Sta., Pensacola, Fla., disease, City Hosp., Boston.
Sydell, Clifford J., seaman, U. S. N. R. F., Naval Hosp., Newport, R. I., disease, at Naval Hosp., Newport.
Taft, Harold B., sergeant, R. A., Co. E, 47th Inf., 4th Div., killed in action, France.
Tartikoff, David, U. S. M. C., 49th Co., 5th Regt., 2d Div., killed in action, France.
Tasney, Edward P., Hq. Co., 116th F. A., 31st Div., disease overseas.
Tassinari, Arthur, 507th Aero Sq., A. S., died.
Tatten, Richard F., plumber and fitter, U. S. N. R. F., Naval Tng. Camp, disease, Naval Hosp., Chelsea.
Taylor, Frank C., Hq. Co., 347th Labor Bn., disease.
Taylor, Robert G., mess attendant, U. S. N., U. S. S. "Artemis," disease, Boston.
Thayer, Sanford A., supply sergeant, Finance Bureau Dist., of Paris, disease, at Paris.
Thompson, Richard M., sergeant, R. A., Bty. E, 7th F. A., 1st Div., disease overseas.
Tiberii, John, Co. M, 59th Inf., 4th Div., killed in action, France.
Tierney, Harold J., 2d lt. Sig. Co., Serv. C, Camp Vail, disease, Camp Vail, N. J.
Tierney, James J., corporal, Co. C, 101st Inf., 26th Div., wounds received in action overseas.
Tobias, Hugh A., Btry. C, 336th F. A, 87th Div., disease.
Tobin, Richard J., 2d lt., 18th Bn., Inf. Repl. Troops, disease, Camp Lee.
Tolnan, James W., cook, Co. B, 102d M. G. Bn., 26th Div., killed in action, France.
Toner, John J., 4th Rct. Co., Gen. Serv. Inf., Fort Slocum, disease, Fort Slocum.
Toole, Charles M., 1st lt., S. C., Co. B, 107th F. Signal Battalion, 32d Div., killed in action, France.
Topoloff, Harry, R. A., Co. L, 23d Inf., 2d Div., killed in action, France. Cited in G. O., No. 44, 2d Div., and G. O., No. 77.
Torpey, Vincent J., Btry. C, 311th F. A., 79th Div., disease overseas.
Torrey, Kenneth, wheelwright, Co. A, 108th M. G. Bn., 28th Div., killed in action, France.
Towle, William, Btry. C, 101st, F. A., 26th Div., wounds received in action, France.
Toy, Charles S., Co. A, 102d M. G. Bn., 26th Div., killed in action, France. Awarded D. S. C. Cited in Par. 11, G. O., No. 88, Hgts. 26th Div.
Toy, Patrick E., mess attendant, 3d cl., U. S. N., U. S. S. "Georgia," disease on "Georgia," off coast of Africa.
Tracey, Thomas J., N. A., Q. M. C., disease, Fort Sheridan.
Tracy, Francis W., corporal, Co. B, 301st Inf., 76th Div., disease, Camp Devens.
Tracy, Michael J., ship's cook, 4th cl., U. S. N. R. F., Rec. Ship at Boston, disease, Naval Hosp., Chelsea.
Triantafilakos, Stavros G., Co. I, 338th Inf., 35th Div., disease overseas.
Trottier, Edward A., apprentice seaman, U. S. N. R. F., Naval Tng. Camp, Hingham, disease, Brookline.
Tryder, William A., corporal, Co. H, 101st Inf., 26th Div., wounds received in action overseas.
Tugo, Oscar C., E. R. C., Base Hosp., No. 5, killed in action, France.
Turner, James P., unassigned, disease.
Turner, William E., sergeant, Co. L, 372d Inf., 93d Div., killed in action, France.
Vakindi, George, cook, Btry. E, 6th Regt., 2d Brig., F. A. Repl. Dft., Camp Jackson, died.

Valli, Alfred E., Co. B, 4 Bn., Ridgewood Arsenal, disease.
Valsam, Peter, Co. G, 326th Inf., 82d Div., killed in action overseas.
Vaughn, Charles A., corporal, Co. G, 327th Inf., 82d Div., wounds received in action overseas.
Vaughn, James H., Btry. B, 18th Bn., F. A. Repl. Dft., Camp Jackson, disease, at Camp Jackson.
Vegnopoulos, Constantine, Co. E, 137th Inf., 32d Div., killed in action, France. (Under Nestor, Constantine V.)
Ventre, Teodate, Co. C, 60th Inf., 5th Div., killed in action, France.
Venuti, Francesco, Utilities Det., Q. M. C., disease.
Verder, Walter M., Base Sig. School, 1st Dep. Div., disease, France.
Vermillion, Norval H., Co. B, 101st Inf., 26th Div., killed in action, France.
Vezeau, Albert E., Cas. Det., 151st D. B., disease, U. S. A. Hosp., New Haven, Conn.
Viau, Napoleon J., R. A., Co. D, 6th Engrs., 3d Div., killed in action, France.
Vincent, William J., 1st lt. Cav., disease, Camp Harry Jones, Douglas, Ariz.
Viola, Bendetto, Co. M, 167th Inf., 42d Div., killed in action, France.
Viola, James, Co. G, 23d Inf., 2d Div., disease overseas.
Viscalli, Giovanni S., 151st D. B., Camp Devens, disease at Camp Devens.
Vose, Howard L., 2d lt., U. S. M. C., 55th Co., 5th Regt., wounds received in action, France. Awarded C. de G.
Vozella, Frank, Co. A, 30th Inf., 3d Div., disease, at Oswego, N. Y.
Walker, Anna A., nurse, Base Hosp., No. 91, accident overseas.
Walker, George H., Btry. E, 102d F. A., 26th Div., wounds received in action overseas.
Walsh, James Francis, Co. I, 306th Inf., 77th Div., wounds received in action overseas.
Walsh, James L., Co. H, 26th Inf., 1st Div., wounds received in action overseas.
Walsh, Richard F., Cas. Co., No. 1491, 1st Repl. Dept., St. Aignan, disease overseas.
Walsh, William L., chief water tender, U. S. N., Rec. Ship, N. Y. City, disease, Naval Hosp., Chelsea.
Walters, Henry, saddler, Sup. Tn., 14th Cav., disease.
Wands, Leonard W., Co. B, 163d Inf., 41st Div., disease overseas.
Waples, Cary L., 2d lt., A. S., School of Mil. Aero., M. I. T., killed, airplane accident, Kelly Field, Texas.
Ward, Albert Victor, Btry. E, 11th F. A., 6th Div., wounds received in action overseas.
Warner, Goodwin, 2d lt., Q. M. C., Transport Sects., Nos. 184 and 185, disease, Am. Camp Hosp., No. 4, Joinville-le-Pont.
Warren, Samuel, U. S. M. C., 76th Co., 6th Regt., killed in action, France.
Washburn, George D., sergeant, M. D., Base Hosp., Camp Devens, disease.
Washington, William H. C., Co. L, 372d Inf., 93d Div., killed in action, France.
Wasserman, Solomon, 25th Co., 152 D. B., disease, Camp Upton.
Watson, Fred, Co. E, 101st Engrs., 26th Div., wounds received in action overseas.
Watson, Ralph C., engineman, U. S. N., U. S. S. "Manley," died at sea, on "Manley."
Webber, William W., 2d lt. Inf., 18th Bn. Repl. & Tng. Camp, Camp Lee, accident, Camp Lee.
Weems, Charles E., 55th Co., 13th Bn., 151 D. B., disease, at Camp Devens.
Weis, John F., corporal, Co. E, 36th Inf., 3d Div., wounds received in action overseas.
Weiner, Louis, Co. A, 303d Bn., T. C., disease overseas.
Welby, Thomas, Btry. A, 38th C. A. C., disease.
Welch, Henry J., sergeant, Butchery Co., 311 Q. M. C., disease overseas.
Welch, James E., Jr., captain Inf., 327th Inf., 82d Div., killed in action overseas.
Welch, John J., Co. A, 101st Inf., 26th Div., killed in action, France.
Weld, Aaron D., 1st lt. Inf., Co. I, 7th Inf., 3d Div., killed in action, France.
Wells, Chester A., Co. L, 372d Inf., 93d Div., killed in action overseas.
Welsh, Anne K., nurse, Base Hosp., No. 55, died overseas.
Welton, Edmund J., sergeant, Co. C, 47th Inf., 4th Div., killed in action, France.
Wetzler, Albert E., Co. E, 101st Inf., 26th Div., killed in action, France.
West, Anna B., nurse, B. H., No. 113, disease, Walter Reed Hosp., Washington, D. C.
Westfall, John H., lt. (jr. gr.), U. S. N., Naval Coaling Plant, East Lamoine, Me., died Naval Hosp., Chelsea.
Westman, Robert C., 2d lt. Inf., Co. F, 131st Inf., 33d Div., wounds received in action overseas.
Whitcomb, Myron L., corporal, Co. D, 101st Inf., 26th Div., killed in action, France.

White, Patrick C., recruit, 105th Co., 26th Bn., G. S. Inf., Syracuse Rct. Camp, disease, Syracuse Rct. Camp.
Whittington, John M., Med Det., 101st Inf., 26th Div., disease overseas.
Whitney, Dean D., sergeant, Co. L, 23d Inf., 2d Div., killed in action, France.
Whynott, Ernest C., M. D., Phoenix Infirmary, disease overseas.
Wilbur, Seaman O., Co. C, 101st Engrs., 26th Div., killed in action, France.
Wightman, William J., S. A. T. C., New York State Coll. for Teachers, Albany, N. Y., disease.
Wiley, George P., lance corporal, 237th Bn. ("American Legion"), Canadian Inf., killed in action, France.
Wiley, Justin P., wheelman, U. S. C. G., "Tampa," drowned in Bristol Channel.
Williams, George, chief boatswain's mate, U. S. N., assigned to U. S. S. "Virginia," disease at Naval Hosp., Chelsea.
Williamson, Francis, Med. Dept., 151 D. B., accident.
Willis, James H., Jr., mess attendant, U. S. N., U. S. S. "Fanning," drowned at Brest, France.
Wilson, Albert E., Co. L, 372d Inf., 93d Div., killed in action, France.
Wilson, J. A., "reported killed in action."
Wilson, James, Jr., 1st lt., 356th Inf., 89th Div., killed in action, France.
Windeler, Herbert, wheelwright, 1st lt., Grenadier Guards, killed in action, France.
Winn, Richard F., Co. C, 26th Inf., 1st Div., died overseas.
Winters, Charles W., Co. C, 3d Inf., disease, Base Hosp., No. 4, Eagle Pass, Texas.
Winterton, Roland J., 2d lt., A. S., 2d Cadet, Sq. Sig. Res. Corps, airplane accident, Ellington Field, Texas.
Wisniski, Alfred, Co. D, 8 M. G. Bn., 3d Div., killed in action, France.
Witinsky, Peter, Co. D, 328th Inf., 82d Div., killed in action, France.
Wolfe, Herbert J., bugler, Hq. Troop, 26th Div., disease overseas.
Wolart, Jacob, Co. E, 319th Inf., 80th Div., killed in action, France.
Wolowicki, Kazimir, R. A., Co. C, 23d Inf., 2d Div., killed in action, France.
Wood, Alton P., 2d lt. Inf., Co. F, 167th Inf., 42d Div., wounds received in action, France. Awarded D. S. C.
Woodward, Benjamin, Co. A, 28th Inf., 1st Div., killed in action, France.
Woodworth, Horace C., electrician, 3d cl., radio, U. S. N., U. S. S. "Florence H," explosion on board "Florence H."
Woronoff, Samuel, see Warren, Samuel.
Wortham, John E., 13th Serv. Co., 20th Engrs., disease overseas.
Wyman, Arthur C., Co. C, 9th Inf., 2d Div., killed in action, France.
Yanchuk, Andrey, Co. D, 38th Inf., 3d Div., killed in action, France. Cited in G. O., No. 15, Hqrs., 3d Div.
Yeaton, Guy M., sergeant, U. S. M. C., 66th Co., 5th Regt., 2d Div., killed in action, France. Cited G. O., No. 88, 2d Div., and G. O., No. 64, 2d Div., and Citation Order, No. 5, A. E. F.
Yerkes, Morris C., U. S. M. C., Class 2, Marine Corps Reserve, wounds received in action, in U. S. Naval Hosp., N. Y. C.
Yoanos, George, 11th Co., Tng. Grp. 1, Motor Truck Depot, Camp Hancock, disease.
Young, Edwin, cook, Field Hosp., No. 26, M. D., killed in action overseas.
Young, Richmond, 1st lt. Inf., Co. K, 38th Inf., 3d Div., wounds received in action, France.
Zanni, Eugene T., corporal, Co. H, 101st Inf., 26th Div., killed in action, France. Recommended for D. S. C. (No. 6221).
Zimmerman, James G., 14th Tng. Btry., Central Off. Tng. Sch., F. A., disease.
Zona, Orazio, Co. M., 23d Inf., 2d Div., disease overseas.
Zukosky, Paul, Co. B, 307th Inf., 77th Div., killed in action overseas.

CHAPTER XV.

EDUCATION.

The Boston penchant for doing things in its own way is well illustrated in the growth of its system, or systems, of public schools. Efforts were made to provide schooling for the children of the pioneers of the city in the very earliest years of Governor Winthrop's administration. But what strikes one strangely now is that the educational system seemingly began at the top and started to build down to a foundation. In 1633, one Philemon Pormort (or Pormont) was "intreated to become schole-master for the teaching and nourtering of the children with vs." Three years later, the prominent folk in Boston became subscribers "towards the maintenance of a free schoolmaster," and to the school thus provided the Boston Latin School traces its direct descent. But why a "Latin" school in such a small farming community? Why higher education before a primary school had been in operation? Why teach the dead languages when most of the people were lacking schooling in their own tongue?

Education and Religion—Perhaps the answer lies in the fact that religion was the dominant force behind all Puritan action, the influence that affected everything that they did. John Cotton is supposed to have been responsible chiefly for the founding of the Latin school. He was from old Boston, in Lincolnshire, and brought with him an acquaintance with the Free Grammar School founded there by Queen Mary. It was two years after his arrival that this first school was established. Cotton was but one of a comparatively large number of educated men who came to the colony between 1630 and 1647; it is estimated that during this period a hundred university men landed in Massachusetts, and that half of them made their homes in, or within a few miles of, Boston. Although all were by no means clergymen or even leaders religiously, they believed that leadership belonged to the educated—and education meant at that time knowledge of the languages in which the Bible was extant—and that leadership was indissolubly joined to the church. Hence we have the founding of Harvard College, instituted primarily for the training of ministers, and the Latin or grammar schools—the words are strictly synonymous—to prepare boys for the college. Henry Cabot Lodge points out that difficulties might well have been foreseen by our forefathers in their attempt to develop their conflicting principles of church, state and education, side by side. Fortunately, they did not look far enough ahead to realize that of these three principles,

the one which they cherished most, the principle of theocracy, would be the surest to give way before the spirit involved in education.

Whatever the motives, however strange it may seem to begin a school system with what is now called a preparatory school, in the "Classics," the little Latin school was a good beginning, and throughout its long history has numbered among its graduates many of the notables of our country. Benjamin Franklin was one; and there were four signers of the Declaration of Independence, six presidents of colleges, and many, very many, who have been leaders in law, medicine, literature and religion.

Latin Schools—The first Latin school building (then known as South Grammar School) was on School Street, to which it gave the name, on the southeasterly part of the plot now occupied by King's Chapel. For nearly a half century, this was the only school supported by Boston. Not until 1682, when it became so crowded as to make instruction difficult, were two other schools established, these "for the teaching of children to write and cipher." One of these schools soon became classical, and was known as the North Latin School until 1790, when it was restored to its original purpose of primary education. The other school, which soon had companions, was a "writing" school, where the elementary subjects were taught, and was the forerunner of what is now the grammar school. The Latin school, the grammar school on Bennet Street, with three writing schools, were all that Boston needed, or at least had, until after the Revolution. In 1761, Boston boasted a population of 16,382, but in the five schools of the town there were only 535 pupils. In 1800, there were seven schools, with 900 pupils, of whom 160 were being taught Latin.

Primary Schools—Until 1789, education seems to have been considered desirable only for boys, possibly because only members of that sex were reckoned as probable ministers. At this time, girls were admitted to the writing schools, but only for the half year beginning in April. It was not until 1828 that girls were permitted to attend teaching during the entire school year. Primary schools were first established in 1818. There had been a reorganization of the school system in 1789, with a course of instruction prepared by a committee of eminent men. Both sexes were allowed to attend; the course of study consisted of reading, spelling, and arithmetic "including vulgar and decimal fractions." Or, in the words of the committee, "in these schools, the children of both sexes (are) to be taught to spell, accent, and READ both prose and verse; also to be instructed in English grammar and composition." Text books were not named since there was but one which every pupil was supposed to have, Dilworth's Spelling Book, containing a treatise on

English grammar, probably the only grammar taught. The Bible and Psalter provided reading matter; there were no printed copy-books or slates, ciphering was done on crude paper. Even this program seems to have been considered too advanced and met with much opposition before it was finally adopted.

The primary school started in 1818 was intended to fit children for the writing schools, and could be attended by children from four years and older. In 1821, the English High School was established, the first recognition of the fact that all boys might not want, or be able to obtain, a college education. The school was instituted "with the design of furnishing the young men of the City (Boston became a city in 1822) who are not intended for a collegiate course of study . . . . with the means of completing a good English education."

Secondary Schools—In 1852, the City Normal School for the education of female teachers was opened, and in 1855 the plan was so modified as to make it a school for girls, under the name Girls' High and Normal School. In 1872, the institution was divided into the Girls' High and a Normal School. In 1868, elementary evening and day schools were established for newsboys and bootblacks, with an evening high school for these same classes founded the next year. In 1869, a school for deaf mutes; in 1870, evening industrial schools; and in the same year a kindergarten all mark the advances made in the school system of Boston. The Girls' Latin High, established in 1878, was the most important of the steps taken in education. In 1884, the first Manual Training School was started on a much discussed appropriation of $2,500. In 1893, the Mechanic Arts School was opened, and in a few years the Commercial School. Thus, through the centuries, the school system of the city has expanded, entering spheres of education beyond the wildest conception of its founders.

The Evolution of School Management—The progressive steps in the evolution of the system of management of the Boston schools were coincident with the evolution of the school system, eventually bringing to the fore the school committee, the one department of municipal government that has remained as a direct choice of the voters. Originally, the people of Boston met in the town meeting to elect teachers, fix their salaries, vote supplies, and determine the location and building of school buildings. In 1709 a committee was appointed to consider the affairs of the Latin School, which made several recommendations, among which was one that led to the establishment of five school inspectors of the grammar school, all of whom were laymen.

These "Inspectors" seem to have had the control of many school matters until the town chose, in 1712, a special committee to report on

the advisability of establishing a writing school at North End. Committees of "Visitation" appointed in town meeting were the usual means of caring for educational matters until after the Revolution. The adoption by Boston of a "New System of Education," September 23, 1789, has already been noted; on October 20 following, 12 men in addition to 9 selectmen were chosen to put the new system into operation, since which time Boston has had an elective school committee.

The "School Committee"—When, in 1818, the town provided for primary schools for children between four and seven years old, a primary committee was established, consisting of thirty-six members, three from each ward, which remained in force until the turning over to the general school committee, in 1854, of all school affairs. From 1822 to 1834, school matters were managed by the mayor and the Board of Aldermen, together with the school committee, which consisted of one from each of the twelve wards. The aldermen were removed from this activity by a Legislative act of 1835, but the mayor was ex-officio president of the board, as the school committee was then called, until 1885.

The various annexations to Boston, and the constant making of new wards, so increased the numbers of the members on the school committee as not only to make it cumbersome, but so divided interest and responsibility as to make the efficient management of the schools impossible. By 1874, this committee consisted of 116 members, but in 1875 this number was reduced to twenty-four with the mayor as its ex-officio chairman. Under charter amendments of 1885, the mayor ceased to be on the committee, it being given the power to elect its own, but the mayor was privileged to partially veto votes calling for the spending of money. In the actual expenditure of funds, the school committee had complete control. There has always been more or less friction between the school department and the city council, growing out of the tendency of the committee to exceed in its expenditures the amounts voted them. In 1900, a law was passed requiring the school committee to make out each March what amounted to a budget, the total of which was to be less than certain fixed tax percentages. This limit was $2.08 in each $1,000 of the taxable property of the city at first, but was raised to $3.40 in 1901, and $4.07 in 1915, the tendency being always toward an increase as items were added to the school expenditures such as, to select one example, provision for medical inspection, which soon meant the salaries of nurses to help the inspectors. In recent years the "Pension Fund" has put an increased load on the city treasury. The law of 1908 gives a teacher reaching the age of 65, who has served in the public schools thirty-five years, and has taught in Boston twenty years, a pension of not exceeding $180 a year.

Naturally, the differences constantly coming up between the ideas of the school committee and the council over expenditures reacted badly upon the salaries paid teachers. And the constant increase in the number of pupils, with the attendant need for more and larger school buildings, only added to the difficulties of the situation. As late as 1845 the pay of primary teachers was only $250 yearly, it being raised to $325 the next year. Even in 1857 this rate had a maximum of $450, which was paid to but a few. In Civil War times, this amount was considered too much and reduced, only to be increased during the period of inflated money which followed the conflict. In 1867, the master of a high school received $4,000; of a grammar school $3,000; of a teacher in a primary school $650; the average increase in all departments being 45 per cent. There have been many fluctuations in salaries since in both up and down directions, although the tendency has been to advance. The teachers of Boston are among the best paid in the United States, but the failure of the rewards of teaching to keep pace with the cost of living is still a source of much friction. The establishment of a retiring fund (1900) and of pensions, while helpful, are considered by many to be evasions of fair payment for services rendered rather than benevolent practices.

The Difficulty of Providing School Buildings—In making provisions for school buildings, Boston has suffered not only from the difficulties brought about by a rapid increase in population, but even more by the removal of many of its residents from sections that have been taken over by business. There has been a shifting in the class and nationality of the population. Where once lived an almost wholly New England people, there came those of foreign birth, which required schools and buildings of a different character. Schools would be built on an elaborate scale, and almost before their completion, the locality had changed, and the building would be too large or ill-fitted for the resident pupils. In 1876 Mayor Cobb said there were ten thousand vacant seats in the schoolhouses, and still there were parts of the then small city without adequate accommodations for its students. The annexation of Roxbury and Dorchester, together with the natural growth of the city, increased the outlay for schools from $643,774 in 1864 to $1,602,750 in 1869.

Modern School Buildings—The housing of pupils became such an almost unmanageable affair that since 1901 the construction and maintenance of school buildings has been in the hands of a separate committee, known first as the schoolhouse commissioners, three in number, who are appointed by the mayor. It is now called the schoolhouse department whose duty it is to select sites for school buildings, and to have general oversight of the sums and loans required in the construction of

schools. In 1900, there were 207 permanent school buildings in Boston (lower, elementary and high schools). During the first twenty-three years of the schoolhouse department, it completed seventy-nine new school buildings and erected additions to thirty existing buildings. The Board in 1924 completed the erection of six more buildings, thereby adding seventy-eight class rooms and accommodations for 3,120 pupils; fourteen others were under construction. During the year 1925, seven school buildings, including one high school, containing ninety-nine school rooms and accommodating 4,080 pupils were erected at a cost of $2,477,-803. The Dorchester High School for Boys, just one item, cost $1,206,-242 and accommodated 1,600 boys. The actual expenditure for 1926 was $4,655,749. For 1927 the program of the department called for buildings costing $2,889,587. Some of the major items were $1,286,000 for a thirty-room high school building in the Elihu Greenwood district of Hyde Park; $470,000 for the construction of a twenty-room building in Roxbury; and additions, all of which will cost $200,000, or more, two in West Roxbury, and another in Charlestown. He who has read through these statistics, has an inkling of what the school program means to the municipality. It might be added that the total cost of the maintenance of the public schools for the financial year 1926 was $15,118,502, a substantial but normal increase over the preceding year. In excess of half the above sum was spent for instructors; the pupil registration shows a yearly increase reaching nearly 170,000.

Two Nationally Known Boston School Buildings—How well Boston houses her school children may be seen in a distinction achieved recently in educational circles when two of the city schools were chosen as models for the entire country. The two were the Champlain Primary School at Dorchester, and the James A. Garfield Primary School of Brighton. Both were considered to be among the best that had been produced by experts in architecture, construction and up-to-date appointments. That Boston was able to keep pace with her school requirements during the post-war period, was due to a fore-sightedness in bonding which made available $14,500,000 during the period from 1920 to 1925. The present policy is to "pay as you go," the expenditures now being those met by current taxation. The Schoolhouse Department of three commissioners in 1925 consisted of John H. Mahoney, chairman; Clarence H. Blackall, secretary; and J. George Herlihy, chief clerk.

Statistics of the School Committee—The following are the statistics of the Department of the School Committee, and the schools under its supervision as supplied by the school authorities:

School Committee—Francis C. Gray, chairman, term expires 1932; Mrs. Jennie L. Barron; Edward M. Sullivan, term expires 1930; Joseph J. Hurley, Joseph V. Lyons, terms expire 1932.

Officials—Chairman, Jeremiah E. Burke; treasurer, Mrs. Jennie L. Barron; secretary, Ellen M. Cronin; superintendent, Jeremiah E. Burke; business manager, Alexander M. Sullivan; schoolhouse custodian, Mark B. Mulvey.

Board of Superintendents—Jeremiah E. Burke, chairman.

Assistant Superintendents—William B. Snow, John C. Brodhead, Mary C. Mellyn, Arthur L. Gould, Michael J. Downey.

The School Committee consists of five members. No person shall be eligible for election to the Committee who is not an inhabitant of the City and who has not been a resident thereof for at least three years continuously prior to the election. The members serve without compensation and their terms of office begin on the first Monday of January following their election. At each biennial municipal election as many persons as may be necessary to fill the places of the member or members of the Committee whose term or terms are about to expire are elected for the term of four years. Vacancies are filled for the unexpired term at the next municipal election.

The School Committee meets regularly on the first and third Mondays of each month, except during July and August and the first week in September.

NORMAL, LATIN AND DAY HIGH SCHOOLS (16).

Teachers College (formerly Normal School).

Boys Latin (or Public Latin) and Girls' Latin.

East Boston High, Charlestown High, English High (boys), Mechanic Arts High (boys), South Boston High, Girls' High, High School of Practical Arts (girls), Brighton High, High School of Commerce (boys), Roxbury High (girls), Jamaica Plain High, Dorchester High and Hyde Park High Schools.

DAY INTERMEDIATE SCHOOL DISTRICTS (5).

Roxbury—Lewis, Theodore Roosevelt.

Dorchester—Oliver Wendell Holmes, Frank V. Thompson.

Roslindale—Washington Irving.

ELEMENTARY SCHOOL DISTRICTS (69).

East Boston—Chapman,† Emerson,* Blackinton-John Cheverus,† Samuel Adams,† Theodore Lyman,† Ulysses S. Grant.*

Charlestown—Harvard-Frothingham,† Prescott,‡ Warren-Bunker Hill.†

North and West Ends—Bowdoin,† Eliot,* Hancock,* Washington,‡ Wells,† Wendell Phillips.‡

City Proper—Abraham Lincoln,* Horace Mann, Prince,† Quincy.‡

South End—Dwight, Everett,‡ Franklin,‡ Rice.†

South Boston—Bigelow,* Frederic W. Lincoln,‡ Gaston,* John A. Andrew,‡ Lawrence, Norcross,* Oliver Hazard Perry,† Shurtleff,* Thomas N. Hart.†

Roxbury—Dearborn,† Dillaway,† Dudley,‡ Hugh O'Brien,† Hyde,‡ Jefferson-Comins,‡ Julia Ward Howe, Martin, Sherwin,‡ William Lloyd Garrison.

Jamaica Plain—Agassiz,‡ Bowditch, Lowell,† Francis Parkman.

Roslindale—Charles Sumner, Longfellow.

Dorchester—Christopher Gibson,† Edmund P. Tileston,† Edward Everett,† Gilbert Stuart,† Henry L. Pierce,* John Marshall, John Winthrop,* Mary Hemenway,* Mather,† Minot,† Phillips Brooks,† Robert Treat Paine, Roger Wolcott, William E. Endicott, William E. Russell.‡

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* Intermediate School. † Includes intermediate classes. ‡ Departmental Organization.

Brighton—Bennett,† Thomas Gardner,† Washington Allston.*
Hyde Park—Elihu Greenwood,† Henry Grew.†
West Roxbury—Robert Gould Shaw.*

INDUSTRIAL AND SPECIAL SCHOOLS.

Industrial Schools—Boston Trade School (day) with evening classes also; Trade School for Girls (day), known as the "Evening Trade School" in the evening; Continuation Schools (day) for employed boys and girls.

Clerical School—For special training in Stenography, Bookkeeping, Typewriting, English, Office Practice and Penmanship.

Disciplinary Day School—For truants and other school offenders.

School for the Deaf—Horace Mann School.

Day School for Immigrants—For instruction in English language.

SPECIAL DEPARTMENTS.

Educational Investigation and Measurement—Arthur W. Kallom.
Evening Schools—Joseph F. Gould, Director.
Examinations—Joel Hatheway, Chief Examiner.
Extended Use of Public Schools (*i. e.*, School Centers)—James T. Mulroy, Director.
Household Science and Arts—Josephine Morris, Director.
Kindergartens—Caroline D. Aborn, Director.
Licensed Minors—Timothy F. Regan, Supervisor.
Medical Inspection—John A. Ceconi, M. D.
Modern Foreign Languages—Marie A. Solano, Director.
Music—John A. O'Shea, Director.
Penmanship—Bertha A. Connor, Director.
Physical Training—Nathaniel J. Young, Director.
Practice and Training of Teachers—Katherine L. King.
Salesmanship—Edmund J. Rouse.
Special Schools and Classes—Ada M. Fitts, Director.
Vocational Guidance—Susan J. Ginn, Director.

Medical Inspectors and Nurses—Regular medical inspection of the schools was maintained from 1894 to 1915, under the supervision of the Health Department. Beginning September 1, 1915, the School Committee took charge of this service, appointing 41 physicians, since increased to 56, besides the director.

Chapter 357, Acts of 1907, provided for the appointment by the School Committee of one supervising female nurse and as many district female nurses as are deemed necessary. For the 74 elementary and intermediate school districts there are 52 nurses in the service besides the supervising nurse.

Physical Education—In 1907 the School Committee were authorized to provide for the physical education and recreation of pupils, including proper apparatus and facilities in the buildings, yards and playgrounds under their control.

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* Intermediate School. † Includes intermediate classes. ‡ Departmental Organization.

The sum available for this branch of education is 11 cents on each $1,000 of the city's assessed valuation, the appropriation for 1924-25 being $188,280.

There are now a director and 29 instructors of physical training, six instructors in military drill, also 170 playground teachers, the latter having charge of games, gymnastics, etc., in the 41 schoolyard playgrounds and 52 park playgrounds in use.

Industrial Schools Partly Maintained by State—By Chapter 471, Acts of 1911, and Chapter 106, Acts of 1912, the State especially encourages the establishing of independent industrial schools, allowing financial aid for their maintenance proportionate to the amount raised by local taxation and expended for all public schools. Under this arrangement the School Committee is reimbursed by the State to the extent of one-half the net maintenance cost of such industrial schools established in Boston thus far with the approval of the State Board of Education. By Chapter 805, Acts of 1913, continuation schools, for employed children between fourteen and sixteen years of age, were included under the same plan of State aid. The schools thus maintained are the Boston Trade School (for boys), day and evening classes, Trade School for Girls, day and extension classes, Compulsory Continuation School, High School of Practical Arts, also coöperative courses in the Charlestown, Dorchester and Hyde Park High and practical arts courses in the evening elementary schools.

Manual Training Rooms and Prevocational Shops—There are six manual training rooms located in high schools, one in each of the following-named districts: Brighton, Charlestown, Dorchester, East Boston, Hyde Park, and Jamaica Plain. In elementary and intermediate schools there are 122 prevocational shops where classes in electrical work, bookbinding, woodworking, modeling, machine shop practice, sheet metal work, etc., are taught.

Household Science and Arts—There are six high schools offering courses in household science and arts, Brighton, Charlestown, Dorchester, Hyde Park, also Girls' High and High School of Practical Arts, and sixty-seven rooms in elementary and intermediate schools equipped for instruction in cookery, also fifty-six sewing rooms.

A director, two assistant directors, 81 teachers of cookery, and 155 teachers of sewing are assigned to the Department of Household Science and Arts.

Evening High, Elementary and Industrial Schools—There are nine evening high schools, Central, for men and boys only (English High

Schoolhouse), Girls', Brighton, Charlestown, Dorchester, East Boston, Roxbury, South Boston, and Hyde Park. These schools, whose sessions are on Monday, Tuesday and Thursday evenings, from 7.30 to 9.30, are held in the several high schoolhouses of the districts named. All but the Central High are commercial schools.

There are twenty-four elementary evening schools, including eight branch schools of same in session on Monday, Tuesday, and Thursday evenings.

Evening industrial classes are conducted in the Boston Trade School and three branch schools held in the Brighton, East Boston and Hyde Park High schoolhouses.

Continuation School (Day)—Classes for Boys' Division, with 32 instructors, are held in the Brimmer School on Common Street, and at 25 Warrenton Street; for Girls' Division, with 25 instructors, at 25 La Grange Street.

All children 14 to 16 years of age employed under an employment certificate are compelled by law to attend the school four hours per week.

Day Schools for Immigrants—There are thirty schools for immigrants where instruction in the English language is provided, classes being conducted daily (except Saturday) for two hours in the forenoon and the same in the afternoon.

Summer Review Schools—These supplementary schools, one high and ten elementary, for pupils who have been retarded in their studies, were started in 1914. The term is forty days, and the number of pupils in 1924 was 5,761. Of the elementary school pupils 81 per cent. won promotion in 1924.

Use of Schoolhouses for Social and Civic Purposes—In 1912 the School Committee were authorized by statute to allow the use of buildings under their control by associations and individuals (other than school pupils) for social, recreative and civic purposes at times when the schools were not in session. Under this arrangement there are now eleven school centers, each having a manager and largely attended on three evenings a week. More than 50 school buildings are also used by non-school center groups.

The School Committee may annually appropriate for this purpose a sum equal to three cents on each $1,000 of the city's assessed valuation, which in 1924-25 amounted to $49,536, plus the income from rents of school halls, etc., or $10,377. Besides the renting of school halls for club meetings, entertainments, etc., the basements of 150 schoolhouses

are used by the Election Department as polling places, lighting and janitor service being paid.

Horace Mann, Educator—If one man were to be singled out as having influenced the development of the present public school system of Boston more profoundly than any other, that man would be Horace Mann. In 1837, when secretary of the Massachusetts Board of Education, only just created, he began bringing about the changes in school laws that made possible many of the reforms that have since characterized the progress of teaching and the care of youth. Horace Mann was one of the few early educational leaders of Boston who did not receive his collegiate training in Harvard, being a graduate of Brown. He began the practice of law, and in both branches of the Massachusetts General Court, did the work of a legislator. Against the persuasion of his friends, he accepted the post of Secretary of the State Board of Education, not only a thankless task, but one where, apparently, little could be accomplished, one with practically no power attached. "When he came into office, two-thirds of the teachers in Massachusetts got their places without examination. The schools were in need of many reforms, modernizing, enriching, and lifted to a democratic point of excellence which should make them good enough for rich and poor alike. These were reforms that could not be brought about without opposition. It came from the orthodox who dreaded the Unitarian influence of Mann, and feared that 'Godless schools' would result from the reading of the Bible without comment." It came from the Boston school-teachers who could not follow the leadership of one who himself had not taught. With these warring elements, Mann found himself in more than one acute controversy. The weapons of the fighter with words were completely in Mann's control, and so violently did he use them at times that even his friends had cause to tremble. But the agitation of which he was center produced an awakening of interest in the public schools of Boston which resulted entirely in good and has not yet subsided. "Throughout the state his work for primary and secondary education, for normal schools and the district library, which paved the way for the free public libraries, yielded fruit for his 'clients' in more than one generation to come."

He became the successor of John Quincy Adams in Congress, both in and out of whose halls he was one of the strongest of the anti-slavery advocates. In his later years, he swung back into education as the president of Antioch College in Ohio. B. A. Hinsdale, in his biography of Horace Mann writes of him as the opportune man who put the cause of popular education in America truly on its feet, and made Massachusetts

"the leader in educational reform, holding the position among the states comparable with Mr. Mann's position among educational men." Certainly the debt Boston owes to Horace Mann is far greater than that which has been paid by the erection of a statue to him and the naming of an institution or two in his honor.

Beginnings of Higher Education—The history of higher education in the United States begins with the foundation of Harvard College in 1636, and with it also must begin any story of higher education in Boston, for "Newtowne" as Cambridge was then called was as much a part of Boston as it is now in many respects. Harvard was born as a vocational school, such as was the Latin School in Boston, the intent of the founders being that its students should become the ministers of the colony. But limited as were its purposes, and restricted in its teachings, Harvard's ways were the ways of truth and as such they became paths of freedom and progress. To Harvard's example and influence, Boston owes much of its preëminence in the educational world, its place in America as an educational centre. The limited area on which Boston has been built, with the crowded conditions of that area as the years brought people to the metropolis, has prevented the larger expansion of some of the institutions of higher education so that one of the largest is now located across the Charles, but meanwhile Harvard has just (1927) built and opened one of the most important of its schools on the Boston side of the river.

Character of the Higher Schools—More than two centuries intervened between the founding of Harvard and the opening of any school for higher studies in Boston, if one excepts the medical school which moved here from Cambridge in 1815. Meanwhile a great change had taken place in the character of the population of the municipality, for, about the time of the reception of a city charter by Boston (1822) there came an influx of peoples from all lands and races who made it their home. Perhaps this accounts, in a measure, for the character of the institutions of learning now a part of the city. There is but one regular university in Boston, and of this, the Academic College is not one of its strongest divisions. Most of the other schools of higher education may be classed as technical or vocational, Northeastern University not being an exception, although Boston College is. A changing population and life has called for a change in the educational facilities of Boston, and, however reluctant she may be to modify her ways, once convinced there is no holding back of the best efforts. So continued has been the progressive growth in number and in resources of the various agencies of instruction, that few cities in the world can compare with Boston in the number

BOSTON COLLEGE

or variety of its colleges and higher schools of learning. Exclusive of hundreds of private schools that in academic courses, in arts or in music, in vocational and technical training, and in commercial instruction, have added to the opportunities that Boston offers to the student and enhanced its fame as one of the greatest—in more than one field still the greatest—centers of learning in the Western World, there are fourteen institutions of college or university grade within the metropolitan district with more than 2,700 instructors and students totaling nearly forty thousand. In the following brief descriptions of the fourteen mentioned, the Boston Year Book of 1924 has been the authority, the figures given being those for that year unless otherwise stated. Much of the description is taken verbatim from that very valuable municipal publication.

Boston College, at University Heights, Chestnut Hill, was founded in 1860 by the Fathers of the Society of Jesus, to be conducted by them. The beginnings of the college really go back to 1857 with the founding of a scholasticate of the society. When this moved to Georgetown, District of Columbia, in May of that year, Boston College was incorporated by the Legislature with the "Power to confer such degrees as are usually conferred by colleges except medical degrees." Its buildings, completed in 1861, made a very notable group on Harrison Avenue, and the college remained here for more than half a century. Having outgrown the neighborhood in which it had spent so many years, in 1907 the beautiful grounds in Chestnut Hill were purchased, where the three new Gothic buildings, which are the nucleus of a splendid educational institution were erected, and to which in 1914, was given the appropriate, or prophetic title, "University Heights."

A Catholic institution, Boston College has greatly influenced the religious life of the city and State. Its courses of studies are naturally somewhat different from the other colleges in Boston; based, as they are, upon the principles of the *Ratio Studiorum* traditionally followed in Jesuit colleges throughout the world. The emphasis is upon the languages, particularly the classics, and the training given stresses religion as the basis of all, for it is held by the Jesuits that knowledge has no moral efficacy; religion alone being able to cleanse the heart and guide the life. Within the college curriculum, there are registered 794 students in the Liberal Arts and Sciences, 23 in the pre-medical courses, and two in pre-technology, a total of 818.

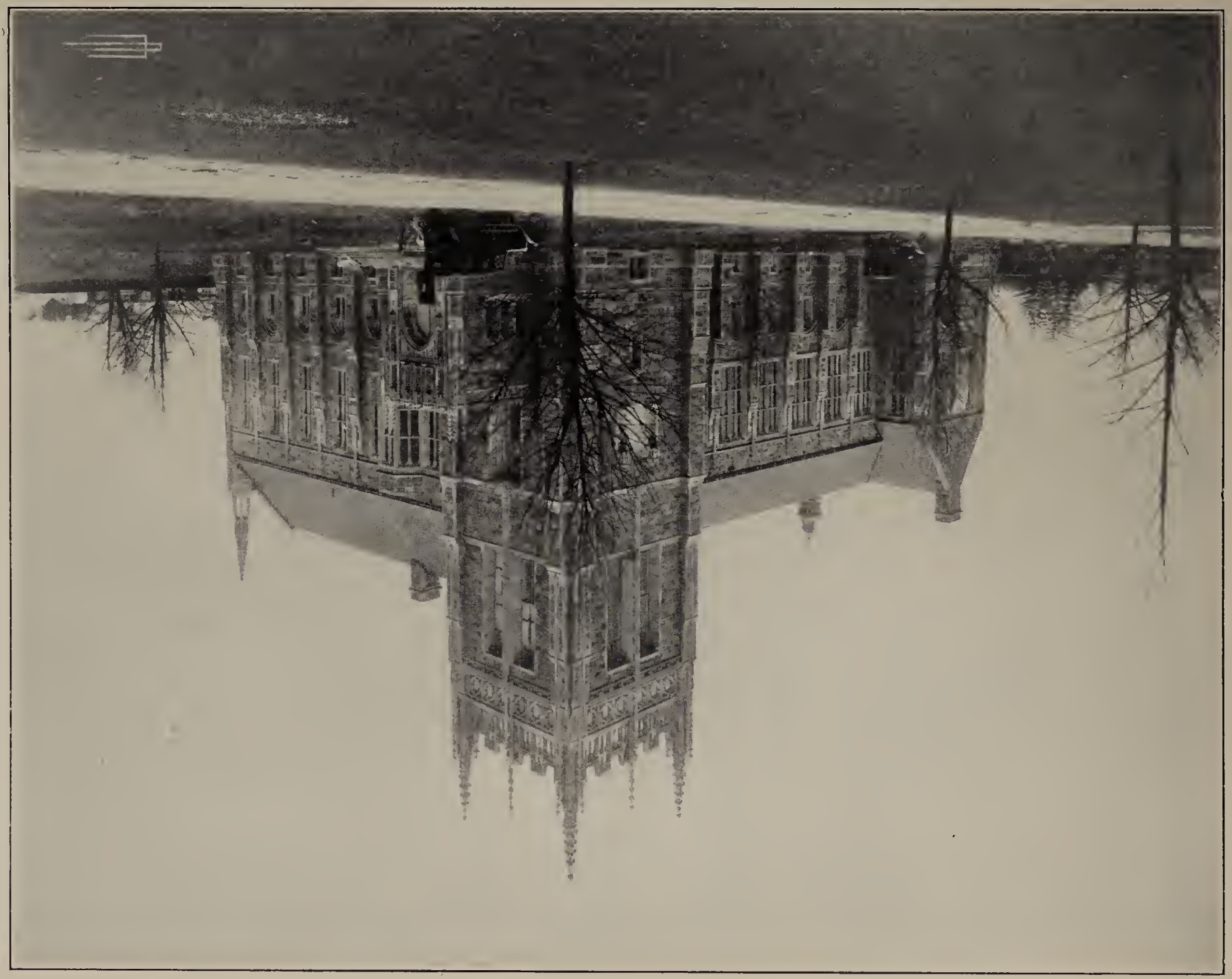
The Boston Teachers College, of whose organization in 1852, the fourth among the normal schools of Massachusetts and the seventh among those of the country, somewhat has already been said, requires no further mention here as one of the schools of higher education in Boston.

Boston University had its origin in the Boston Theological Seminary, founded in 1867, and located on Pinckney Street. Two years later, Isaac Rich, Lee Claflin and Jacob Sleeper, at the time, president, vice-president and treasurer of the Seminary, secured from the Legislature a charter establishing Boston University. This was in 1869, and backed by contributions from the Methodists from all over the country, sprang full-fledged, at least in name, a university with academic department, graduate and professional schools. In 1874, a report of the university gave the number of departments as seven and the number of students as 339. "The amazing growth of the University, of its departments, instructors, and particularly of students, and in the significant position it holds in the life of Greater Boston, constitutes what may fairly be called the most striking development in education in the history of Boston." The oldest department is the School of Theology, on Mt. Vernon Street, which has the largest enrollment of any graduate school of theology in the United States. While this department is affiliated with the Methodist Episcopal Church, the charter of the University has from the beginning emphasized the university policy of freedom for instructors and students from the restriction of sex, color, race or religion. The School of Theology is the oldest connected with the Methodist denomination; it was the first in America to have a department of missions and a permanent chair of comparative religion; it concluded recently an agreement with Harvard Theological School by which qualified students of one institution may seek instruction in the other.

The College of Liberal Arts, founded in 1873, has, like all the other departments in the University, been coeducational since the beginning. The proportion of the two sexes in this department was, in 1924, 180 men and 470 women. One of the fastest growing of the departments provides four-year courses of study leading to the degrees of Bachelor of Arts and Bachelor of Science. The instructors are those of the university, the enrollment averages in excess of 1,000 students.

The School of Law, on Ashburton Place, founded in 1872, was a pioneer in the introduction of the case system, and in introducing and maintaining a course of instruction extending over three years. It confers the degrees of Bachelor of Laws and Master of Laws.

The School of Medicine, founded in 1873, was identified with the homeopathic theory until 1918, when it was made free of restrictions. It was the first medical school in America to require entrance examinations of all applicants for admission who were not college graduates; the first to adopt a compulsory course of three years; the first to adopt a four years' course, and the first to make this compulsory. More than 1,300 physicians have been graduated from the school.



ADMINISTRATION BUILDING, BOSTON COLLEGE

The College of Business Administration is unique. It is at once a college insistent on traditional college standards of scholarship, culture, and breadth of education, and at the same time it is a technical training school for business, including in its course every practical subject of interest to the business man. The College of Business Administration, the largest college in New England, and the only college of this type, was founded by the present dean in 1913, first as an evening college only, and in 1916 the first day class was admitted. It now has over 5,000 students in its many classes and divisions, a growth which is evidence of the need for such instruction as it gives and a mark of the success of the college in meeting that need. The College of Business Administration has a vital purpose—to train the mind, enlarge the vision, and stimulate the conscience of business men and of young people who are going into business. Through a course of study as wide as the world of affairs, with a faculty of active men, at once scientific and practical, experts in their various lines; through close contact with leaders in commerce and industry; and through association with the best thought and highest culture of Boston, the students of this college learn to think and to act.

The College of Practical Arts and Letters came into existence on May 8, 1919. It was established because of the apparent need for another college for women in New England—one which should provide a curriculum that would train girls simultaneously for life's journey and for the vocational work in which they might be engaged, immediately after graduation. This college has the distinction of being the only department of Boston University which is maintained for women students exclusively. It enjoys all of the advantages of being a comparatively small college with its own buildings and its own faculty; while, on the other hand, it partakes of the many educational advantages which come to a division of a large university. The word "Letters" in the college title represents the foundation of cultural studies upon which the various vocational ("Practical Arts") programs are based. Nearly a thousand students are enrolled in the college now. Of this number, approximately 700 are taking the regular work of the day classes.

The School of Education, Boston University, was established in 1918. It is really a pioneer school, and each year has seen an increased attendance, new courses, and improvements for the teaching field. Registration for the first semester numbered almost 2,000 students, and the second semester carried a registration of 1,250, about two-thirds of whom continued from the first. The school confers two degrees—Bachelor of Science in education, and Master of Education.

The School of Religious Education and Social Service was established in 1918, for the purpose of training a lay leadership for all phases of Christian service to meet the moral and spiritual needs that were sure

to follow in the wake of the World War. Its appeal for students to volunteer for this important service and to enter into collegiate and professional training for their life work met with a splendid response. The growth in the student body is shown by the fact that the first year (1918-19) there were 105 students enrolled, and in 1925-26, there were 504 enrolled. More than 1,400 students who have been touched by this school are now in the service of the church in this and other countries. These students have come from thirty-eight States in the Union and from eighteen foreign countries. The school is interdenominational in its spirit and program. Its present student body represents twenty-two Protestant Christian denominations. This school has three major objectives, viz: 1. The training of leaders for a national system of moral and religious education. 2. The training of leaders for all lay positions in the local church, at home or in the mission fields. 3. The training of Christian leaders for the non-English-speaking immigrants.

The Graduate School of Boston University, with a present enrollment of over 500 students, offers advanced instruction in non-professional subjects leading to the degree of Master of Arts and Doctor of Philosophy. The requirements of these degrees are in conformity with those of the best standard colleges and universities of the United States.

In the department of women, Dean Lucy Jenkins Franklin was the first dean of women of Boston University and was installed on December 12, 1924. She has spent most of her time in organization and in helping to procure funds for the endowment of her department, which will look after the interests of the women students in the university. The endowment fund for the department of women is well over the $100,000 mark. The next project in the department will be the erection of a university dormitory for women, which will be filled with a quota of young women from each school and college of the university. This building will also be headquarters for the Alumnae of the university. Very few people realize what a large percentage of the students are young women. On one occasion the dean of women was introduced as having the heavy task of caring for five hundred girls of Boston University. This speaker was corrected and asked to add another cipher to his estimate. If evening students are included, the number of women in the university is a few more than 5,000.

The Boston University summer session is an integral part of the university; it consists of six departments that offer courses leading to credit towards degrees, during six weeks of the summer. Established in 1915, the summer session has grown steadily. In 1925 it offered 152 courses by 72 instructors; its students, 1,056 in number, came from 31 States and 9 foreign countries and included graduates of 52 colleges.

The Emerson College of Oratory, founded in 1880, gives professional training in expression, dramatics, public speaking and English. The larger share of its graduates seek work as teachers, readers, lecturers, actors and social workers. The college requirements and work is of true college calibre, a four years course leading to a diploma. In 1919, the college was empowered by the Legislature of the Commonwealth to confer the degree of Bachelor of Liberal Interpretation. The number of students attending the college come from all parts of the United States and foreign countries, their numbers averaging nearly 500 annually.

The Franklin Union, concerning which benefaction of Benjamin Franklin some details of which can be found in the chapter on Charities in this work, is one of the most interesting of the Boston institutions whether it is considered as a philanthropy or as a school. As is well known, Franklin left to his native town the sum of one thousand pounds which was to be loaned to "young married artificers" to aid them in getting a start in their business. For this the recipient was to pay five per cent premium annually, the principal and interest to be accumulated for a century and then to be used for "public works which may be judged of the most general utility to the inhabitants. . . ." Owing to a difficulty in the interpretation of the terms and intentions of Franklin's bequest, although the hundred years ended in 1891, it was not until some years later that the fund became available. The committee of "twelve citizens" which was to decide the use to which the fund was to be put, decided on something not mentioned in Franklin's long list of possible objects, and created the industrial school now bearing the famous American's name, a use of which he probably would have given his heartiest approval had he been able to realize the needs of his city in 1900. The building and the equipment of the Franklin Union was paid for out of the bequest; the land on which it stands was provided by the city of Boston; while the first step toward a maintenance fund was the gift of Andrew Carnegie, of a sum equaling that of the founder. The Union was opened in 1908. Since then probably 25,000 students have enrolled, the average age of whom is twenty-five. The Franklin Building on Berkeley and Appleton streets is the meeting place of the classes and provides sufficient room for a yearly attendance of 2,500 students (2,234 were enrolled during 1924). Most of the classes are made up of those who come only for part time or in the evening. These—their number averages half the total enrollment—are about equally divided between the automobile engine, industrial electricity and the mathematics and science departments. Of the full time day students the majority are interested in the study of electricity, building construction and mechanical drawing. The tuition fees of the Franklin Union are $7.50 a term. Aside from these fees, the city payment for its use of the Union as an adjunct of the Bos-

ton high school system, is the only substantial support given this remarkable institution. Just as remarkable is the foresight of the man who gave the thousand pounds which became more than $400,000 by the end of a century and made such an organization possible. The $408,396 given by Andrew Carnegie has insured the continuance of the work begun one hundred and thirty-six years ago.

Harvard University is quite a contrast to the industrial school of Franklin. Its foundations were laid nearly three centuries ago; it was continued as a college for nearly 250 years and during the last half century has become the great university that has been the most potent factor in the educational systems of higher education in New England, the university whose "group of schools no one of which has not set standards for its kind elsewhere, nor fails to retain the impress of the Harvard tradition. Still secure in its primacy among American institutions of learning as the home of truth and the trainer of youth, Harvard is no less significant in its fostering influence upon our other American colleges, and in the achievements in learning and research and in the service of State and Nation that her presidents, her faculties, and her graduates have contributed to enrich our national life."

Many of the departments of Harvard are located in Cambridge, but some of the oldest and youngest and the smallest are placed within the Boston limits. Harvard has sixteen departments of which Harvard College is the largest, the Bussey Institution being the smallest; the one having about 3,000 enrolled, the other with sixteen making up its full membership. The Harvard Medical School, founded in 1782, with three professors, by Dr. John Warren, famed surgeon of the Revolution, was fortunate in having the equally famed surgeon son of Warren, John C., as the successor and leader. It was the latter who managed to have passed the first Anatomy Act in this country, and probably in the world, since it preceded a like act in Great Britain by a year, by which students were enabled to secure cadavers for the use of students of medicine. This was a more important forward movement in medical education than is now realized and paved the way for the coming of other improvements in the means of education, both in Massachusetts and other States. By many, the Harvard Medical School is ranked as the best in America. Two outstanding discoveries in medicine which are to the credit of Boston, lie also to the credit of men who were once senior surgeons in the Massachusetts General Hospital and, as well, professors in the Harvard Medical School. Bigelow's method for hip dislocations and for litholapaxy were first demonstrated under these auspices. Degrees were granted by the school as early as 1788. The first lectures in connection with the school, were given in a basement of Harvard Hall in

1782; the first medical school built in Boston was built in 1815. In 1906, the institution was moved to Longwood Avenue in Roxbury, where one of the most impressive of the many noble groups of structures has been erected. In 1924, the number of students in the school was 859, including 360 in the Graduate School of Medicine. The Dental School, with 219 registrants, is under the control of the medical faculty.

The Harvard Law School, established in 1817, is the oldest in the States. It occupies Austin and Langdell halls in Cambridge. The average registration is over one thousand. "In its long list of graduates are numbered eight judges of the Supreme Court of the United States, a score or more Federal Circuit and District judges, scores of judges in the highest courts of the States, and several in foreign countries, a long list of Governors and Senators, cabinet officers and ambassadors, and several hundred professors in the law schools of the country."

The Harvard Theological School is made up, by a reorganization in 1922, of the Harvard Divinity School (1816) and the Andover Theological Seminary (1808). The school is now undenominational; the usual number of students being a little fewer than one hundred. The Episcopal Theological School of Cambridge, the Boston University School of Theology, Methodist, and the Newton Theological Institution, Baptist, are affiliated with the Theological School of Harvard University.

The Graduate School of Business Administration, with nearly 500 students, moved to new and magnificent quarters in Boston opposite the university in 1927. One of the interesting details of the relocation is that the business libraries of both the University and the Boston Public Library were given a new home in a special building which is the center of the fine group along the Charles. The School of Engineering, reorganized in 1918, developed from the old Lawrence Scientific School, founded in 1847 by the benefactions of one of Boston's greatest merchants and financiers. The Graduate School of Education was founded in 1920, and is intended for the technical training of teachers and school officers under a distinct professional organization parallel to the Schools of Law, Medicine and Theology. Under the faculty of architecture, are the schools of architecture and landscape architecture. The Bussey Institution, in the Arnold Arboretum of Boston, provides graduate instruction and research in applied biology, zoölogy and botany. The physical equipment of Harvard University is remarkably complete, not the least among these being that third largest of American libraries, the Widener Library.

Jackson College in Medford is to be included in the institutions of higher learning of Metropolitan Boston. It began in 1892, when women were admitted to the course at Tufts College. The proportion of women became so high, in 1910, the students were segregated in two separate

institutions, Tufts College for men and Jackson College for women. As regards faculty, requirements for admission and for degrees, the schools are one. Tufts College was founded in 1852 by citizens of the Universal faith, and bears the name of the donor of the land on which, in 1853, the first building was erected. The college opened in 1855 with thirty entrants, and continued as a school of liberal arts for a decade. In 1865, an engineering school was established; in 1869, the Crane Theological School; the Medical School in 1893; the Dental School in 1899; the Bromfield-Pearson School in 1894; and the Summer School of Biology at South Harpswell, Maine, in 1898. The Engineering School is one of the oldest in the country, and with the Bromfield-Pearson School, forms, next to the Medical School, the largest department in the college. The School of Liberal Arts features, among its other work, a pre-medical and pre-dental course. The Medical School is not only the largest, but probably the best known of the Tufts schools. It is located on Huntington Avenue in Boston, and is a straight-forward institution training men for practice of the medical profession rather than as research workers or laboratory investigators. The students number about 500. The Dental School, also on Huntington Avenue, had 371 students in 1924. It was formed in 1899 by the absorption of the Boston Dental College. The number registered in all departments of Tufts College is in excess of 2,000; with its associated schools, it is, in all but name, a university.

Boston is very proud, and with reason, of the Massachusetts Institute of Technology, one of the earliest of its kind, and believed to be the foremost of its class in America. The rise of the institution may be said to have been coeval with the filling in of the Back Bay lands. In 1859, a movement started with the idea of establishing a "Conservatory of Art and Science" in the new section. An association was formed to secure a grant of land in the new quarter on which to erect a series of structures, among which were to be homes for the Boston Society of Natural History, and the Massachusetts Horticultural Society and others. The Legislature refused the grant, but its action led directly to the establishment of the Institute of Technology, for the committee having the petition in charge gave its indorsement to a "memorial from Professor William B. Rogers" in the establishment of a "School of Applied Sciences, or a comprehensive polytechnic college, fitted to equip its students with the scientific and technical principles applicable to industrial pursuits." The Rogers Memorial failed in the Legislature of 1860. Then Professor Rogers outlined to the committee a definite plan for the formation of an Institute of Technology having "the triple organization of the Society of Arts, a Museum of Arts, and a School of Industrial Arts and Science." With Rogers as the chairman of the committee, as the result of its vigorous action, it managed to gain from the Legislature of 1861

(April 10) articles of incorporation, a grant of land, and a building for the Natural History Society, the latter dating from 1831. This first building was completed in 1864. Professor Rogers, as president, organized the institute the next year, the School of Arts being the first. The School of Industrial Science, first opened in 1865 at the Mercantile Library, then on Summer Street. The well-known Rogers Building was ready for occupancy in 1866. The institute is a monument to William Barton Rogers, its first president, and intimately connected with it until his death in June of 1882, just as he was about to deliver his annual address.

Although ready in 1862, the institute was not able to function until 1865 because of the Civil War. In 1868, it graduated its first class of a half dozen men; since then its growth has been phenomenal. It was early favored by liberal aid from individuals, one of the chief benefactors being Dr. William J. Walker of Newport, Rhode Island; the State also provided it with funds coming from the sale of public lands. The site on Boylston Street served for a half century, during which period the number of students increased from 15 to 1,900; its instructors from 10 to 300, its courses of study leading to the Bachelor of Science degree from 6 to 16. Today it gives instruction through 19 departments, the largest of which are in engineering, civil, mechanical and chemical. The striking feature in recent years of its engineering work has been the widening service in the extension of engineering principles and the results of research to great industries; this service is also an important product of the department of chemistry, of mining and metallurgy and of physics. A recent registration gave well over 3,000 students, more than a third of whom were graduates and students from colleges representing 142 American and 55 foreign colleges and universities. Some of the members of the staff of instruction at West Point Naval Academy are sent to the institute, while other corps of the military and naval service have officers enrolled for post graduate work. The publications of the Massachusetts Institute of Technology are one of its greatest gifts to all the world. Upon the fiftieth anniversary of its founding, April, 1911, gifts from the alumni and others to the amount of $7,500,000 enabled Technology to start building that handsome quadrangle on the Cambridge Esplanade of the Charles which "looms so largely in the eye of the visitor as one of the architectural glories of the city." Extending along the Charles Basin for an eighth of a mile, the glistening white building now houses this unsurpassed school whose growth and greatness of service has seemingly but begun.

Northeastern University, established in 1896, under the auspices of the Young Men's Christian Association, itself one of the oldest of the institutions of Boston, has proven the need of such a school. Its pur-

pose is to provide education for employed men and women who desire to increase their efficiency and enlarge their outlook on life. Starting as an evening class, it opened a day school in 1909 and was incorporated as a college in 1916. It had in 1924, in all, 4,735 students, day, evening and non-collegiate. This includes only the Boston work, there being divisions for extension work in Worcester, Springfield, Providence, New Haven and Bridgeport; and branches in Lynn, Malden and Newton. The day school gives courses in engineering, leading to a Bachelor of Science degree, and administration, carrying the degree of Bachelor of Commercial Science. There are evening schools of law, commerce and finance. Of the non-collegiate departments, there is a preparatory school, the Huntington Day School for Boys, and a vocational institute. The institution has also a resident extension course, a home study course and a division of university extension.

The Massachusetts Normal Art School, on Newbury and Exeter streets, was established by an act of the Legislature primarily as a training school to qualify teachers to carry out the provisions of a law, passed three years previously, making the free instruction in drawing obligatory in the schools of the cities and towns in the State of 10,000 inhabitants or more. The school started in a small way on the upper floor of a dwelling house, but has three times outgrown its various quarters, the present building having been erected in 1887. It is still under the management of the State Department of Education, but its principal is chosen by the city. The usual number of students is 300, making it one of the largest schools of its kind. Instruction is given in the departments of design, drawing, painting, modeling, architectural and mechanical drawing, and in teacher training.

Radcliffe College, in Cambridge, has had, from its beginnings, an essential relation of structure and of spirit with Harvard. Begun in 1879 as the Collegiate Institution for Women—popularly known as the "Harvard Annex"—it was authorized in 1896 as Radcliffe College "to furnish instruction and the opportunities of college life to women and to promote their higher education"; and "to confer on women all the honors and degrees as fully as any university or college in this Commonwealth, is now so empowered respecting men or women—provided that, however, no degree shall be conferred by said Radcliffe College except by the approval of the President and Fellows of Harvard College, given on satisfactory evidence of such qualifications as is accepted for the same degree when conferred by Harvard University. Further, it may confer at any time upon the President and Fellows of Harvard College such powers of visitation and of direction and control over its management as said Radcliffe College may deem it wise to confer, and the said President and Fellows of Harvard College may consent to assume." The two

SIMMONS COLLEGE

colleges are even closer united than the provisions of the charter indicate. Supervision is constant by Harvard, and while the courses are taken separately by the students of each, the faculty of one is the board of instruction of the other. Radcliffe offers special opportunities to women for graduate work leading to the higher degrees in art and philosophy. The registration in the undergraduate department in 1924 was 563 women, in the graduate department, 190.

Simmons College is a vocation college for women founded in accordance with the instructions in the will of John Simmons, a Boston merchant who died in 1870, that instruction should be given in "art, science and industry best calculated to enable the scholars to acquire an independent livelihood." The money did not become available to the institution until 1899, when the amount had reached $1,500,000 and more. The buildings for the college were erected on the Fenway close to the Mrs. "Jack" Gardner Palace, and were opened to students in 1902. Its policy has been to prepare its students for vocations suitable to educated women, requiring such training as may reasonably be given in college, and to avoid the duplication of work already done by neighboring institutions. Hence the college is divided into such schools as Household Economics, Secretarial Studies, Library Science, General Science, Social Work, Education for Store Service, Public Health and Economic Research, eight in all with a total registration of 1,228 students.

Simmons College offers a four-year program leading to the degree of Bachelor of Science, a course for college graduates leading to the same degree, and to that of Master of Science; a four-year program in secretarial subjects, and one and two years' courses in the same subjects for college graduates, and similar courses in library science, social work, and a pre-medical course for women aiming at degrees in medicine. Affiliated with the college on the Fenway, are the School for Social Work, on Somerset Avenue; the Prince School of Education for Store Service on Beacon Street; and the School of Public Health Nursing on Massachusetts Avenue.

Wellesley College is also claimed by Boston as one of its institutions for higher education. It was founded in 1870 when Vassar was the only other of the great women's colleges. Such colleges have multiplied amazingly in the last century, but Wellesley ranks third in the United States in point of size, and in quality of work, is not exceeded by any. The faculty, in 1924, numbered 181; its student body, 1,533. Forty-six states were represented in the student body, and eight foreign countries. In 1914 the college received a setback through the burning of its principal building, but this has been replaced by a more beautiful structure, which is only one of several additions to the notable group.

In 1911 the Wentworth Institute, a school "of the mechanical arts," with day and evening classes, was chartered. Provision had been made for the school by the will of Arioch Wentworth, a Boston merchant, the first of its buildings on Huntington Avenue and Ruggles Street being erected in 1913. Instruction is given by 46 professors; the number of attendants total 1,564.

The Suffolk Law School established in 1906 by Gleason L. Archer, is quartered at 45 Mt. Vernon Street. Classes extend until nine at night giving opportunity to young men who can come at no other time. The day school carries the larger attendance. The number of students registered in 1924 was 1,512.

The Portia Law School for women is one of the newer vigorous additions to the educational advantages of Boston. Both of these law schools are empowered to grant degrees. The attendance at the Portia Law School averages well over three hundred.

One may not overlook the theological schools of Metropolitan Boston in a record of the institutions of higher learning, for the largest group of theological students of the various creeds to be found in our country are clustered in this former home of the Puritans. In 1880 the St. John's Theological Seminary, Roman Catholic, was founded. Its secluded grounds in Brighton with their Norman styled building, is one of the beauties of that section of Boston. Other higher schools of the Catholic church are the Notre Dame Academy in the Fenway, and the comparatively new Emmanuel College for women which, in 1923, conferred upon the members of the graduating class, the first collegiate degrees given by a New England Catholic college for women. Mention has already been made of the larger Protestant theological schools of the district, such as Harvard, Boston University, Episcopal of Cambridge, Newton, of that city, to which should be added the Gordon Bible College and the Eastern Nazarene College in Wollaston.

University Extension Work—University extension work comes properly in close sequence to the educational institutions and in the numbers reached surpass the universities and colleges. The Lowell Institute, of which an account is given elsewhere, is, in a measure, the father of the extension movement. In 1910 through the Lowell Institute the Commission on University Extension came into being for the purpose of extending to the public through its corps of lecturers, the resources of the city's chief institutions of learning. The courses provided by the commission offer to the mature the chance to continue such academic work as has been interrupted, or cannot be pursued except in the means

provided by the Extension. About two thousand annually receive the educational advantages given under the direction of this commission. The State Board of Education, under its Division of University Extension has, since 1915, by lectures and correspondence, widely extended its educational service. The figures for 1924 give the impressive number of 35,123 on its lists; 25,633 were in classes, and 9,490 in correspondence courses. The largest work in both the Commission and State Department is in English, the commercial, language and history ranking next in point of numbers enrolled.

Boston a Cultural Center—Education now means far more than was ever conceived of by the Puritan fathers who were so desirous "Forasmuch as it greatly concerns the welfare of this country that the youth should be educated, not only in good literature but sound doctrine . . ." Our "youths" do more than learn from "literature" good or otherwise; neither do they go to schools only to be trained in religious doctrine; nor does education cease with the foundational studies and technical training. There is that thing which is called "culture," a refinement of the mind and morals and tastes, which is an integral part of education, but which comes only incidentally during the years of study in the regular schools. Along the lines of culture, Boston has, and gives, opportunities seldom equaled in the cities of our land. It is "a center of culture" and has been such for a longer period than any other place in these United States. Some of its advantages as a cultural center have already been mentioned, and there is neither the need nor the space to enter here upon any attempt at an inclusive description of the means provided. But no account of the development of Boston should fail to draw attention to at least a few of the movements and institutions which have given the city so high a position among the cultural leaders of the land.

History of Music in the City—Take the history of music in Boston, music an art and a pleasure almost considered by the Puritan to be of the Devil. To the Puritans, by the way, we can hardly trace the present place of Boston in musical taste and culture. For half of the existence of the metropolis, the psalm was practically the only contribution of Boston to music. Music had to come from a different clime than did our forefathers. One Gottlieb Graupner, a German musician and piano-forte teacher, settled at Boston in 1798. He probably was the pioneer teacher of real music, or, if not the pioneer, then the first important leader. He it was who formed, 1810, the "Philo-harmonic Society" which continued to function as late as 1824, when it gave a concert at the Pantheon on Boylston Square. It was the beginning of a town orchestra, an organization that had to come before there could be oratorio singing. There

was also a skilled English organist, G. K. Jackson, who came to Boston just before 1812, who played in the few churches having organs at that time, and although nothing is on record concerning his connection with the larger musical efforts of the time, perhaps credit should be given to the mother country through him for some of the first musical awakenings in the town.

The end of the War of 1812 gave an opportunity for the first musical festival (held in 1815) known as the Peace Jubilee. The famous Park Street Church Choir and the Philo-harmonic were, of course, the principals in the affair. From the choir came the Handel and Haydn Society, the first oratorio society of New England. A meeting was called by those interested, headed by Graupner, Thomas Smith Webb and Asa Peabody, for "the cultivating and improving a correct taste in the performance of sacred music," March 30, 1815, and the Handel and Haydn Society was duly organized then, a constitution being adopted on the 20th of April. An account of the history of this society may be found in another chapter. The publications of the Handel and Haydn were the strongest influence in the musical development of that day, it having issued a number of books of anthems, masses, choruses, etc., all from the best masters. In 1821, the society sent out a collection, selected and harmonized by Lowell Mason. Dr. Mason's book ran through a number of editions, becoming the standard work for the use of "singing schools," and later, of choirs. William H. Eliot is another name that must be mentioned, if only for his starting of a vogue for glee clubs. Then, too, there was the Brigade Band (1825) which was a real band indeed, and played good music.

Boston Academy of Music—During this first period of Boston musical history was born the Boston Academy of Music (1833) which had a splendid but brief, fifteen years' existence. Its aim was educational and, in its work, very ready assistance was given by Lowell Mason, George J. Webb and Samuel A. Eliot. The first two became teachers in the school and others came, several of whom did notable work in later years. It introduced music into the schools; classes for teachers were formed so as to prepare them to lead in this new branch of instruction. Hope was held out of making the academy a real conservatory of music, like those that were then extant abroad. An orchestra was formed, oratorios were given, publications issued, and many concerts were staged. It was to instrumental concerts of classic music that the academy finally gave the most of its attention. These undoubtedly were very fine, but were too limited in character to hold continued affection. Classical music at this time also meant principally German music. The spring of 1847 brought Signor Marti's Havana troupe of opera singers who sang only

Italian works. The company caught the fancy of the populace. Italian opera reigned in Boston, many awakening to it as they never had risen or could rise to Handel and Beethoven. That same year, 1847, the academy concerts ceased for the lack of auditors. It is only fair to state here that Italian opera, and for that matter any opera, did not gain a permanent hold in Boston until years later, and it has never held as high a place musically as other forms of public music.

The Older Musical Societies—While it is not the object of this article to attempt to trace the musical history of Boston, but rather of the schools of music, the temptation is very great to mention some of the influences, clubs, societies and individuals that helped to make history. The Boston Academy played its rôle and left the stage. But the Musical Education Society continued the work of the academy for many years. There was also a Philharmonic Society which sprang up to furnish music in accord with the changing taste. The Musical Fund Society, an organization of musicians, also gave public concerts immediately after the demise of the academy.

But what was probably the most influential of the musical movements at this prior to 1850 period, was what is now known as "chamber music," the pioneer in which was the Harvard Musical Association, founded in 1837, and which has come down to the present day. This association was founded as a sort of social union by Harvard alumni. It started a library of music; aided in the introduction of musical education in Harvard University; fathered the "Dwight's Journal of Music," one of the best of its kind and which lived for thirty years; was one of the prime movers in the building of the Music Hall, opened in 1852. But principally the Harvard Association devoted its attention to giving concerts and the development of chamber music. There was also that first of the traveling musical organizations, the Mendelssohn Quintette, specializing on this class of music and making tours through this country and abroad.

Music festivals seem to have been the favorite tuneful dissipation of Boston for many years. As we have seen, the close of the War of 1812 gave the excuse for the first; then the opening of the Music Hall in 1852 was the occasion of another. The placing of the "Great Organ" in the Music Hall, 1863, was celebrated with one of the greatest of the "Festivals" as well it might, for the organ was the largest in this country and was surpassed by only one or two in Europe. During the Civil War, musical interest waned in Boston but quickly revived at its end, the revival being marked by what was probably the monster of musical festivals in 1869. Both this affair and another in 1872 were under the direction of P. S. Gilmore and greatly stimulated interest by

the introduction to American audiences of some of the finest of the European bands.

"Singing Clubs"—The "singing clubs" of the last century had an influence wide and real, one that never has completely passed. The pioneer of these clubs was the Liedertafel, 1848, which later became the Orpheus Musical Society. The Apollo Club, a male voice body, was formed in 1871; in 1873, the Boylston, a male chorus, was started; in 1877 came the Cecilia, a mixed voice club; and in 1879 the Euterpe Society, not strictly in this class, appeared. The Arlington Club took the place occupied by the Boylston. What amounted to a revival of orchestral music came in the early eighties with the organizing of the Philharmonic Orchestra, the leader, Bernard Listermann, trying to establish a series of yearly concerts with moderate prices of admission. His scheme failed of success, but was of some genuine benefit in that it led to the formation of the Boston Orchestral Club. Perhaps the most notable influence in this period was that exerted by Henry Lee Higginson, who, in 1881, undertook the financial risk of giving twenty public orchestral concerts played by the Boston Symphony Orchestra. The story of this famous organization has been brilliantly told by M. A. DeW. Howe, who derived the material used from Major Higginson. Appropriately, this book was issued in 1914 on Major Higginson's birthday. The story is replete with great names, with George Henschel, Wilhelm Gericke, Nikisch, Paur, Gericke's again, and Dr. Muck, leading. There is the tale of the abandonment of the Music Hall and the building of Symphony Hall in Back Bay. The development of the "Pops," popular concerts by the orchestra during the early summer months, with a mild dash of Bohemianism thrown in by the aid of light drinks and lighter edibles served at little tables, date from 1888. The "Pops" are a distinctive Boston institution, one to be cherished, but one threatened with extinction if the rumors that are rife as this is written be true.

Boston and the Opera—The placing of Symphony Hall and the Boston Opera House close to the Conservatory of Music, has made this section of the city very definitely the musical center of Boston. Eben D. Jordan's name is almost intimately connected with the Opera House enterprise, the intention being of having not only a place for the presentation of opera, but that the presentation should be by a Boston organization. This was to be permanent grand opera, something very different from the lack of system then in force. Unfortunately for the idea, the World War came in 1914 with its breaking down of both wealth and interest. The Opera House and the intended company received a decided but supposedly temporary set back. In 1916, however, the Opera House was sold and is now a theatre.

This brief relation of some of Boston's musical history only bears indirectly on the subject of musical education. We must go back to the Civil War times to find the beginnings of the present schools. In 1867, two conservatories were founded, the Boston Conservatory on February 11, 1867, and the New England Conservatory just a week later. The former was the enterprise of the accomplished musician, Julius Eichburg, who grouped about himself a number of efficient teachers. The Violin School became the most noteworthy and graduated many who made names for themselves on this instrument. The institution served its useful purposes almost to the death of Eichburg thirty years later.

The New England Conservatory, possibly the greatest of its kind in this country, was fathered by Dr. Eben Tourjée. He had experimented before this with such schools in his native Rhode Island, but the field in Boston proved ready for his seed and slowly grew into a thoroughly good institution. Pupils have numbered 1,500 at times. Many, possibly most, of the earlier music teachers in Boston and the vicinity either taught or were taught in the institution. Concerts were, and still are, given in numbers now going into the thousands, at which leading artists appear. After the death of Dr. Tourjée, the Conservatory was reorganized on a more permanent basis, under the control of a board of trustees, and took on a new and greater importance and effectiveness.

The Fine Arts—The cultivation of the fine arts in America began in Boston—the town founded by a people who frowned on anything made in the graven image of God, or in likeness of His creations. The founders were not poor, as a whole, and they were familiar with the paintings and decorations of the homes of the wealthy in England. But so severe were they in their repudiation of anything that savored of ease and irreligion that most of the pleasant things of life were forbidden and many of the arts and graces of living put aside. It is not strange, then, that Boston has no art history dating back of the second history of its existence—in other words, for one-third of the city's life. The beginnings were but small, and, as was natural in a new country, consisted mainly of portraits painted for those of means. Bishop Berkeley, he of the line "Westward the course of empire takes its way," brought with him the first portrait painter of the colony, the earlier "Limners" hardly meriting such a title. This was in 1725, and the man was Peter Pelham. He was a painter of sorts, a good teacher who established what was probably the first art school in Boston "near the Town Dock." He taught in this school the common branches of learning together with dancing, painting and needlework. Pelham's name means most in the art story of Boston in being that of the step-father of Copley. A few years after Pelham's arrival came John Smibert, a Scotsman who had advanced from the painting of coaches in London to that of making portraits.

Early Boston Artists—John Singleton Copley (1737-1815) was the first of the native born Boston painters. Of Irish parentage, he was born July 3, 1737, and seemingly inherited the artist's temperament. Under the tuition of his father, Copley very early became adept in art. His portraits, full of color, in which extreme attention was paid to the details of costume, seem to make a person of high breeding of every sitter. He became, naturally, the fashionable portrait painter of his time. In 1769 he married Susan, the daughter of Richard Clarke, the rich Boston merchant. Successful, he became the owner of what he called "The Farm" which happened to be quite a large section of that part of the city on the west side of Beacon Hill, his studio facing Beacon Street near the present location of the Somerset Club. In 1774, Copley went to England from whence he never returned. His Boston work consists of probably 250 oils, besides many miniatures and crayons. "Almost every great name of the day was numbered among his sitters."

Gilbert Stuart, because of his portraits of Washington, is probably the most famous of the early Boston artists. He was born in Rhode Island in 1755, was taking orders for portraits when he was thirteen, going to England for further study when seventeen. Here he became a pupil of West, attended Reynolds' lectures, and studied anatomy. By 1785, he had a studio of his own and began to meet with extraordinary success. Returning to America in 1792, after trying his luck in most of the large cities of the day, he finally settled in Boston where he lived for twenty years until his death in 1828. He was probably Boston's most noted portrait painter, and many of his works are collected in the Museum of Fine Art.

Washington Allston (1779-1843) was one of the best known painters of historical subjects, his unfinished "Belshazzar's Feast" being one of the most notable of his works in the Museum.

Museum of Fine Arts—The first attempt to form an art gallery was made in 1823 when the Boston Athenæum opened to artists its collection of works of art. In 1827, the first regular exhibition of art was opened to the public and was continued as an annual event until the establishment of the Museum of Fine Arts in 1870. The Athenæum art galleries were among the best of that period. The exhibition of art held for four decades in this institution is held to have done more than any other single factor to foster the art spirit in Boston. Augustus Thorndike had given the institution a large and valuable set of casts of the celebrated statues of antiquity. As early as 1826, artists were encouraged to come and make use of these casts in their work. Many of these casts are now in the Art Museum on Huntington Avenue, but little the worse for their century of service.

In 1842, the Boston Artists' Association was organized with Washington Allston as its first president. In 1852 came the New England Art Union, formed under the leadership of Edward Everett, Franklin Dexter and others. The Boston Art Club, with a membership of only twenty, mostly artists, was founded in 1854. All of these organizations gave exhibitions with the intention of encouraging artists and promoting art. The first free school of drawing was that of the Lowell Institute, opened in 1850, and was the first art school that we know of to adopt the method of drawing exclusively from real objects. William Hollingsworth was for more than twenty-five years the head and inspiration of this school. In 1879 it was changed to the School of Drawing and Painting in connection with the Museum of Fine Arts.

Boston Artists—Edwin M. Bacon, writing in 1914 his "Fifty Years' Recollections of Boston" gives an illuminating group of names of the artists he recalled who made up the "Artists Colony" for the half century. Condensed slightly, it runs as follows:

"Of the notable artists coming forward in the 'sixties and later in the 'seventies and 'eighties, I recall with pleasant memories: William Morris Hunt, who came to Boston in 1863; Walter M. Brackett, dean of the Boston artists, painter of fine game fish, still painting when ninety-five, an original member of the Boston Art Club; John J. Enneking, the famous landscape painter, who established himself in Boston in 1864 or 1865, and whose completion of fifty years of 'talented and conscientious work as a Boston painter' was celebrated in 1915 by a complimentary dinner given him by the artists of the city. Among other landscape painters were: Thomas Allen, F. Childe Hassam, John B. Johnson, D. Jerome Elwell, J. Appleton Brown, H. Winthrop Peirce, A. H. Bickwell, J. Foxcroft Cole, George Fuller. Landscape painters who also excelled as painters of animals: F. W. Rogers, Alexander Pope, Scott Leighton, Thomas Robinson, Albert Thompson. Marine painters: W. F. Halsell, George S. Wasson, W. E. Norton. Painters of figures and *genre*: I. M. Gaugengigl, Clement R. Grant, George R. Basse, Jr. Portrait painters: Frederick P. Vinton, J. Harvey Young, George Munzing, Edgar Parker, Otto Gruntmann, Mrs. Sarah W. Whitman, Robert W. Vennoh. Sculptors: Thomas Ball, in the 'sixties modelling his great equestrian statue of Washington, in the Public Garden; Martin Milmore, in the latter 'sixties at work on his Army and Navy Monument on Boston Common, completed and dedicated in 1877; Truman H. Bartlett, later Bartlett's son, Paul; Daniel C. French; Miss Anne Whitney, the sculptor of the Samuel Adams statue in Adams Square, set up in the 'eighties, of Harriet Martineau, and of "Leif, the Norseman," the latter at the junction of Commonwealth and Massachusetts avenues. Water

colorists: Ross Turner, T. F. Wainwright, C. W. Sanderson, T. O. Langerfelt, Charles Copeland, Philip Little, Miss Elizabeth Boot, Miss Ellen Robbins, S. P. R. Triscott. The sculptors: Bela L. Pratt, Frederick MacMonnies, Cyrus E. Dallin, and the Kitsons—Henry H. and his wife Alice Ruggles Kitson—Charles H. Woodbury, the distinguished marine painter, Miss Grace Geer, miniatures, portraits, and landscapes, are of the 'nineties and the opening twentieth century."

The Art School—The Boston Museum of Fine Arts, even without the Art School in connection with it, is after all the greatest educational institution of art in the city. Its founding in 1870 was the longest step taken by Boston in the popularization of art. The first building in which it was quartered was on Copley Square, the first section of which was finished in July, 1876, and opened to the public. Always since then the endeavor has been to teach the people to realize that it is a public institution and to encourage the public to become acquainted with what it has for them. The museum was dependent ever on the liberality of individuals, although the city donated the land upon which the first museum was erected. It is managed by a board of thirty trustees, upon which are represented the Boston Athenæum, the Massachusetts Institute of Technology, and Harvard University. Also members *ex officiis* are the mayor of the city, the superintendent of public schools, a trustee of the Lowell Institute, the president and the trustees of the public library, and the secretary of the State Board of Education.

The museum was moved bodily into newer, larger and better buildings in 1909 on Huntington Avenue, Back Bay. Guy Lowell was the architect of the second museum, its general scheme embodying the results of three years' study of the museums of Europe and modern museology by an advisory board composed of a number of architects and artists in connection with the director of the museum staff. It is a simple structure of classical style, with a very dignified front on Huntington and an even more beautiful face looking out over the Fens. This extension at the rear, the gift of Mrs. Evans, was added in 1913. The museum is said to be one of the richest in this country, and some of the collections housed there are thought to be unsurpassed in the world.

LIBRARIES.

Books, either privately owned or collected, were and are an important adjunct of education. In the early schools, one textbook, a speller, was practically all that a pupil had or needed. Perhaps the Bible and Psalter should be included as textbooks, since it was the "reader" usually used. But books were too few and too precious to be placed in the hands of children, or passed around in a careless way. Public free libraries,

or even circulating libraries, were unknown. At the death of its first benefactor, Harvard had the foundations of its library laid by the bequest of 320 volumes. The Mather family evidently collected many books, some of which may have passed into the Harvard library, disappearing, as did many other priceless volumes, in the destruction of the Harvard collection by fire in 1764. There are vague references to a library in the Boston Town House as early as 1674. Various organizations had collections of books, to which access could be had by a fortunate few, but of anything approaching the idea of books which the public might use freely and free, there was nothing. Only a year or two more than two centuries ago, a donor to the Harvard Library was insisting on the chaining of books to their places lest some be tempted to take them to their homes.

First Libraries—Two hundred years ago, 1725, Allan Ramsey, in Edinburgh, founded the first circulating library; a few years later, 1731, the Bostonian Franklin established the earliest subscription library in this country. Not until thirty years later did Boston have anything like the Franklin institution, when, in 1764, the Scotsman, John Mein opened a circulating library of twelve hundred volumes. Mein's scheme was copied during the next half century by many another man or firm, but all of these libraries were money-making affairs and placed their books only in the hands of those who could pay. Exception should be made of the various collections of books which might be called technical libraries, or special collections to be used as auxiliaries to education. To Boston must go the credit for starting the first of this class of libraries "intended mainly to help the self-education of the younger members of commercial classes." The Boston Mercantile Library, begun in 1820, antedated like foundations in New York and Philadelphia. This library was absorbed by the present Public Library in 1877, forming the nucleus of the South End Branch.

The first third of the eighteenth century saw the formation of many libraries, but of free libraries there were none. As early as 1825 schemes of coöperation were proposed by which all the libraries in Boston should be united under one roof, but nothing came of the agitation, except that there was a taking account of stock which made clear just what Boston had for its readers. Taking all the libraries, large and small, the newly chartered city had ten circulating, thirty-six social and fifteen school libraries. In these various organizations there were 114,683 volumes, many of which were duplicates no doubt. But, including the Harvard collections, Boston was well in advance of all other American cities in its library facilities.

Public Libraries—By an odd twist of fate, Boston owes its present free public library to a Frenchman and a London banker. Alexander Vattemare, a strange individual to figure in such a movement, came to New York in 1839 to preach his scheme of building up libraries through the international exchange of books. He had been successful abroad, and upon his second visit to this country in 1840 had managed, through the aid of Abbott Lawrence, to introduce his idea to Congress. John Quincy Adams sent him on to Boston, April, 1841, where he managed to get a hearing by the citizens and officials of the city. Two meetings were held, the first public expression of an interest in a public library by Boston. Shortly after, Vattemare sent the city fifty volumes as the gift of the city of Paris.

A committee was appointed at the second meeting to consider the establishment of a public library, but there were many delays before the General Court, 1851, passed an enabling act, authorizing the city to form a library for the use of its inhabitants. "This was the first statute ever passed authorizing the establishment and maintenance of a public library as a municipal institution supported by taxation." The Boston institution was not, however, the first public library to be established in Massachusetts, for the town of Orange had one in 1846; Wayland, through the beneficence of President Wayland, of Brown College, formed one in 1850, and it is likely that there were others antedating the Boston organization. But as one writer has remarked: "The public library of the City of Boston was the first large city library to be established as a municipal institution upon the plan identical with that of public libraries today. It rests upon special legislation which antedated the general laws, and its founders exhibited a breadth of views which justly entitles them to be called the fathers of the library movement." It is worthy of note that in October, 1926, the only town among the 355 towns and cities in the Commonwealth not having a public *free* library dedicated such an institution, making Massachusetts the only State in the Union having a free library in every one of its civil divisions.

Vattemare and the Boston Library—It is one of the anomalies of history that Nicholas Alexandre Marie Vattemare, a "charlatan, a conjurer and an impersonator with talent as a ventriloquist" should have been so prominent in the establishment of a free public library system. He evidently was no ordinary person. Whatever may have been his profession, he stood high in it. His powers of imitation made him welcome all over Europe, and it is said of him that he was "feted by three emperors and quite a rabble of kings." Under the stage name of Alexandre, he is said to have given impersonations of forty characters in an evening, and that in the pursuit of his hobby for establishing libraries,

he was not above returning to the man he wished to influence as another person if he failed at first to accomplish what he desired at the earlier interview. His own explanation of his interest was that, traveling as he had over much of the world, the greatest lack he had found was libraries to which he could go when in search of information and find it.

After Vattemare's gift of fifty books from Paris, others came, notably a collection of state papers and other works from Edward Everett. A fund of $1,000 was presented as a testimonial to Mayor Bigelow, to which the city council added a like amount. By January 1, 1852, it was reported that "the library now numbers scarcely less than 4,000 volumes." In that same year, steps were taken to make the library available to the public. A librarian was appointed, and a board of trustees appointed under the act passed four years before. Edward Everett was the first president of the board, which was composed of men of practical common sense and far-sighted views. It was to this board, its president and George Ticknor, his successor, that the successful organization of the library was due.

The first report of the board of trustees, by a happy chance being included with some city documents sent abroad in connection with negotiations for a water loan sought by Boston from the great banking firm, the Barings, came to the attention of Joshua Bates, an American member of the concern. Mr. Bates was a native of Weymouth, Massachusetts, who at the age of fifteen had entered the counting house of William R. Gray of Boston. After a rather uneventful career on this side of the water, he had gone abroad, eventually being admitted to the house of the Baring Brothers, London, of which, before his death, he was its senior member.

Joshua Bates' Benefactions—On October 1, 1852, he wrote to the mayor of Boston, saying in effect that in so liberal and wealthy a community as Boston, the recommendations of the library report would, of course, be carried out; but in order to hasten the desired day, he made the immediate gift of $50,000 for the purchase of books. The conditions attached to this gift were that the library building should be an ornament to the city and should contain a room large enough to accommodate from 100 to 150 persons at reading tables. A letter written at this time reveals the impulse behind the gift. "My own experience as a poor boy," he said, "convinced me of the great advantage of such a library. Having no money to spend and no place to go to, not being able to pay for a light or fire in my own room, I could not pay for books, and the best way I could spend my evenings was to sit in Hastings, Etherbridge & Bliss's bookstore and read what they kindly permitted me to." Bates Hall, the main reading room of the central library, is a fitting

memorial to the man who was the first large donor to the Boston Library. Joshua Bates gave a second $50,000 to the library in the form of books.

So much for the foreign founders of the Boston Library. There was no niggardliness about the support given the organization by those of the city. Jonathan Phillips, in 1859, had drawn a will bequeathing $20,000 "to the maintenance of a free public library," but in 1853 gave $10,000 as an immediate gift, the $20,000 coming later. Abbott Lawrence, the merchant prince and captain of industry, willed $10,000. Charlotte Harris also gave $10,000. A list of donors to the library during the early years include the names of many of the notables of the city, such as: Josiah Quincy, Edward Everett, George Ticknor, Mary P. Townsend, Henry L. Pierce, Samuel A. Green, Arthur Scholfield, and many others.

Without making any invidious comparisons, it is only fair to note that the gifts of books, particularly collections of volumes, have been of even greater importance than money, for many of the libraries given to the institution have been such as money could not purchase, being the results of years of search and selection by those whose greatest intellectual interests were centered on one thing, and whose zeal could not be bought. Where could the library have secured such a collection as George Ticknor's Spanish and Portuguese Library, which he had gathered for the purpose of writing the history of Spanish literature, in all about 4,000 volumes? These were received under his will; he had, during his life, given almost as many books as were in this collection. The library acquired by the most famous of all nautical mathematicians, Nathaniel Bowditch, numbering 2,542, was given by his children. Theodore Parker bequeathed 16,900 rare and valuable volumes. The library of Reverend Thomas Prince, who began its collection when he entered Harvard College in 1703, was bequeathed by him to the deacons of the Old South Church as a collection to which persons approved by the deacons might have access, "but that no person shall borrow any book or paper therefrom." The library consists of 1,970 rare and curious volumes, which are deposited with the Boston Public Library. The famous Barton Shakespearean collection of literature was purchased in New York in 1873.

The First Library Building—We are getting a bit beyond our story, however. So hearty had been the response of Boston to the cry for a public library, on March 20, 1854, a reading room was opened in Mason Street, and on May 2, a library connected with it began the loaning of books. The inadequacy of the provisions made for readers and books, led to the planning of a larger structure than the Mason Street schoolhouse. The first library building was dedicated January 1, 1858, on Boylston Street, its cost amounting to $363,000. Charles Coffin Jewett

PUBLIC LIBRARY

was appointed librarian, or superintendent as the office was then called, and it was under his skilled supervision that the lusty but youthful library grew in usefulness and size during the next ten years. "Mr. Jewett added to a careful bibliographical training, an inventive mind and great industry; and under his care the library developed a system suited to a large circulation, with all the attendant and necessary complexity of checks which could render the circulation safe while being free. It was not long before the library became the center of experience, the most valuable for all charged with similar duties, far and near."

Upon the sudden death of Mr. Jewett, January 9, 1868, Justin Winsor received the appointment. Mr. Winsor served for nearly a decade before becoming the librarian of Harvard University. During his term of office, a number of branch libraries were formed, the first in East Boston in 1871, and the number of volumes in the central organization increased from 144,000 to 320,000; its circulation from 209,000 to nearly 1,200,000; the daily average issue from 754 to 4,000.

In August, 1878, Mellen Chamberlain, a former judge of the municipal court was elected librarian, the name having been changed from superintendent during that same year.

The Boylston Street building, with the additions made to it, had been considered large enough to supply the needs of the city for at least a century, but proved inadequate within a quarter of that time. In 1880, a new building was recommended by the mayor, Frederick O. Prince, although he advocated retrenchment in the spending of the city funds. But the year 1880 not only marked the beginning of a period of prosperity, but also of the 250th anniversary of the settlement of Boston. Many of the things considered luxuries by other municipalities were thought of as necessities by Boston, and this period was marked by the completion and the beginning of many of the city's projects, such as a sewer system, park construction on Back Bay, the enlargement of the water-works, and the erection of new buildings for the English High and Latin schools. Looking ahead, plans were laid for public parks in different parts of the city, a new courthouse, and another public library home.

The Present Boston Public Library—A site was secured for the latter on Copley Square at a cost of $200,000. A sudden depression in business delayed the beginning of any construction until 1886. The building planned was expected to cost about $800,000, but only half of this could be secured. Not until 1894 could affairs be arranged and a library finished. The edifice cost more than three times the original estimate ($2,450,000). The completed structure, which from its inception to completion was under the supervision of a board of five trustees, of whom

the president, Samuel A. B. Abbott was the directing spirit, proved worthy of its cost and the effort made for its perfect completion. No better motto could have been chosen to blazon across its noble façade than the one that decorates it, "Built by the people and dedicated to the advancement of learning." Over the entrance are the words, "Free to all."

The granite edifice approached by a broad low flight of steps is too well known, visited as it is by folk from all over the world, to need any description in detail. Given the time, every visitor to Boston goes to see its many artistic features. In the vestibule is the splendid bronze figure of Sir Harry Vane by MacMonnies. Beyond are the six bronze doors by D. C. French. On the floor of the entrance are the seal of the library and the signs of the zodiac; and on the ceiling are the names of eminent Bostonians. Half way up the wide stairway are two great marble lions by Louis St. Gaudens. The mural decorations along the stairs and upper corridor are by Puvis de Chavannes. The delivery room on the left is finished in rich oak, framing Abbey's paintings of Sir Galahad and the legend of the Holy Grail. In other sections are the notable paintings and decorations of John Sargent, and John Eliot's "The Triumph of Time." Bates Hall is the dominating room of the library, 218 feet long by 42¼ feet wide, with a beautiful vaulted ceiling, semi-domed at the ends. It is in this room that the reference work of the institution centers. There are seats for 330 readers and about 10,000 reference volumes. The children's room contains several thousand books on open shelves for the use of the little folk. On the third floor are many of the special libraries containing many rare and valuable books, pamphlets, photographs and the like. The special libraries comprise the fine arts department, the Allen A. Brown library of music, the Barton-Ticknor collections, the Barlow, Prince, Lewis, Bowditch and other collections. In the teachers' reference room is the precious private library of President John Adams. On the ground floor are the newspaper and periodical departments; the former, with the aid of the Todd Fund, supplies to its readers regularly 267 newspapers. The library possesses a large collection of bound newspapers for reference. The periodical department receives about 1,600 current magazines, while in rooms nearby are more than 25,000 volumes of bound periodicals. These are but the more important parts of the library divisions, the major evidences of the system that is circulating nearly a million volumes. In one year the people of Boston borrow in excess of 600,000 books from the Central Library. The remainder of the three millions of volumes circulating annually is carried on through the thirty-one branch organizations scattered throughout the city.

The branch system has a long and honorable history beginning with the opening of the East Boston branch in 1871, the first branch to be established by any public library. Since then branches have been established in response to local call until now there is hardly a locality within Boston's limits that lacks one of these local libraries. Many of the branches have buildings built especially for their use. In detail, this system consists of the Central Library in Copley Square; seventeen major branches with independent collections of books; and fourteen minor libraries. Charles F. D. Belden is the director of the library; with him are about 600 employees. Besides the branch libraries, books are regularly supplied to 199 public and parochial schools, 42 institutions and 58 fire companies. The total number of volumes circulated in 1925 was 1,333,264, and of newspapers and periodicals about 3,000. Books issued for all uses numbered 3,132,194. Figures issued February 1, 1895, show the following facts: The Central Library, Copley Square, had lending and reference volumes, 986,401, periodical room, 1,495 periodicals, newspaper reading room, 276 current newspapers, patent library, 17,551 volumes.

Branch Libraries—The seventeen major branches with details concerning them are:

Brighton Branch, 18,320 volumes; reading room, 54 periodicals. Holton Library Building, Academy Hill Road.

Charlestown Branch, 14,356 volumes; reading room, 57 periodicals. Monument Square, corner Monument Avenue.

Codman Square Branch, 9,119 volumes; reading room, 52 periodicals. Washington, corner Norfolk Street.

Dorchester Branch, 14,251 volumes; reading room, 56 periodicals. Arcadia, corner Adams Street.

East Boston Branch, 21,074 volumes; reading room, 61 periodicals. 276-282 Meridian Street.

Hyde Park Branch, 33,447 volumes; reading room, 56 periodicals. Harvard Avenue, corner Winthrop Street.

Jamaica Plain Branch, 17,589 volumes; reading room, 50 periodicals. Sedgwick, corner South Street.

Mt. Bowdoin Branch, 8,670 volumes; 42 periodicals. Washington, corner Eldon Street.

North End Branch, 10,449 volumes; reading room, 43 periodicals. 3A North Bennet Street.

Roslindale Branch, 10,752 volumes; 46 periodicals. Washington, near Ashland Street.

Fellowes Athenæum Branch, 36,370 volumes; reading room, 74 periodicals. No. 46 Millmont Street.

South Boston Branch, 18,739 volumes; reading room, 63 periodicals. No. 372 West Broadway.

South End Branch, 13,955 volumes; reading room, 49 periodicals. West Brookline Street, corner Shawmut Avenue.

Upham's Corner Branch, 13,063 volumes; reading room, 53 periodicals. Columbia Road, corner Bird Street.

Warren Street Branch, 9,454 volumes; 48 periodicals. No. 392 Warren Street.

West End Branch, 20,102 volumes; reading room, 64 periodicals. Cambridge Street, corner Lynde Street.

West Roxbury Branch, 13,892 volumes; reading room, 54 periodicals. Centre, near Mt, Vernon Street.

The fourteen minor branches, mostly located in the outlying districts, are open on week days from 2 to 9 p. m. Most of them are open on Sundays for the same hours from November to April. They contain 2,200 to 7,200 volumes and 23 to 38 periodicals.

The Boston Athenæum on Beacon Street is probably the best known private library in New England. It is the second largest library in Boston, having between 250,000 and 300,000 volumes on its shelves, many unique collections, both literary and art, although the most of the art objects have been deposited with the Museum of Fine Arts. The Athenæum originated in a literary club of 1804, called the Anthology Club, which in 1806 established a reading room, and a year later incorporated under the present title. After having establishments on a number of sites in Boston, the present one was chosen in 1849 and the building, of which the lower story still remains, was erected. In 1814, the building was enlarged by the addition of two more stories, but care was taken to preserve the style of the old, particularly of the interior, so that with all the newness of the present fine structure, the continuity with the old, so rich in historic associations, has not been broken. A large fund places this institution on a firm basis, there being means to make heavy yearly purchases of books or other objects desired. The Athenæum has, almost from its beginning, been a shareholder corporation, the intention being to serve only the holders of shares. But like many institutions founded on this basis, the rule is honored in the breaking. Liberal provision is made to aid the student or anyone having special need of that which is on the Athenæum shelves, while visitors are always welcome and books placed at their disposal for use within the Athenæum.

Special Libraries—One might name and describe all the public, institutional and private libraries in Boston, and there still would be nearly

seventy-five libraries unmentioned. These may be given the title "Special Libraries" in that they have been formed, for the most part, by commercial and social organizations and have been collected for some definite purpose and cover special fields. Many of these have been established for the use of a company or society, but the most of these libraries are open to anyone to whom they can be of benefit. In 1917, Ralph L. Powers, librarian of the college and curator of the museum of the College of Business Administration, Boston University, spent some time in the study of the special libraries of Boston. He embodied the result of his labors in a series of articles in the "Boston University News," the "Library Journal" and in a book. His list enumerated sixty-six, the most of which are still in existence; since then others have been formed. To Dr. Powers, the writer is indebted for much of what follows concerning these special collections, references to which must be brief because of their number. Lacking a better classification, these libraries will be grouped as society, state and commercial, the latter including more than half of the institutions.

Many of the libraries in the city were established by social organizations, so that it is natural that there are many society collections which have never been deposited in any public library, and are maintained principally for the members of the society. Considered alphabetically, the first is the American Academy of Arts and Sciences Library, which, until 1912, was housed in the Athenæum Building, but is now at No. 28 Newbury Street. The academy, which is to this country what such societies are to their respective lands, is the second oldest scientific society in America, founded in 1780, a library having been begun with its establishment. The collection consists principally of mathematical and natural science works, additions being made through its own publications, by gifts, purchases, and exchanges with other like societies. Memoirs and the proceedings of scientific organizations from all over the world make up the main part of the books; there are files of many foreign and native publications; and more than fifty magazines in its own fields are received regularly. The library is for the use of the Fellows and members of the academy and those introduced by them.

The Appalachian Mountain Club Library, at No. 5 Joy Street, has an interesting collection devoted to exploration, mountain climbing, discovery, and allied subjects and sciences. The club was formed in 1876, has been collecting suitable material ever since, and publishes an occasional book of great value to those caring for mountaineering or hiking. Its "Guide to the Paths in the White Mountains and Adjacent Regions" is still very much used by frequenters of this part of New Hampshire.

The Boston Medical Library, at No. 8 Fenway, is the only medical library in the United States that is independent of any society or organ-

ization. In it are deposited the collections of nearly all the medical societies in Greater Boston, making it the accessible center for this class of literature in eastern Massachusetts. The Boston Medical is at present the fourth largest medical library in this country, and is visited annually by ten thousand readers. The general public is welcome to the use of the collections, but books are circulated among members only. The following libraries have deposited their medical works with the Boston Medical: Boston Society for Medical Observation, 1875 (the date of the founding of the library); Boston Dispensary, 1876; Boston Society for Medical Improvement, 1876; Gynecological Society of Boston, 1878; Roxbury Athenæum, at its close in 1880; Harvard Medical School, 1883; Boston Athenæum, 1898 and 1905; Harvard University, 1902; Cambridge Public Library, 1903; Tufts College Medical School, 1906; Waltham Public Library, 1906; Boston Public Library, 1906, 1908, and later. The real beginning of this library was co-incident with that of the Massachusetts Medical Society in 1782, and was in existence ninety years (1872) when most of its books were given to the Boston Public Library. Dissatisfaction with the disposal of the Massachusetts Medical Library led to the getting together of Dr. James Read Chadwick and Dr. H. I. Bowditch, who were the fathers of the present library organized in 1875. In later years, the public library not only placed with the new organization the most of the works that had been deposited with it, but also the majority of all the medical books that come to it. These the public may take out upon the presentation of a public library card. Edwin Howard Brigham, after thirty-eight years of service as librarian, was chosen librarian emeritus in 1922.

The Boston Museum of Fine Arts Library was established in 1876 when the museum was founded. Through the generosity of Mrs. H. N. Slater, the collections of books, pamphlets and photographs, which bear mainly upon the collections in the museum, are now wonderfully well housed in what is called the William Morris Hunt Memorial Library. It is used by the students of the School of Art and all others interested in this subject. The collections of photographs are unusually large and comprehensive.

The Boston Society of Engineers, founded in 1848, or prior to the national organization, is the oldest engineering society in the United States. It maintains a library in Tremont Temple, mainly technical in character, for circulation among its members. All classes of engineers are eligible to membership, and some individual societies keep up separate collections. How complete are some of the collections, particularly the one known as the Clemens Herschel, containing a large number of biographies, may be realized when such names as Herbert Spencer and

Leonardo Da Vinci are included. Spencer was a railroad engineer and Da Vinci a civil, mechanical and military engineer.

The Boston Society of Natural History maintains, in the Natural History Building, the most complete library of its kind in New England. Since 1830, the museum has specialized on works having principally to do with zoölogy, mineralogy, botany and geology, including the publications of like societies from all over the world. Many of its pamphlets and magazines are both rare and valuable. Access is given to the collection to every one, but circulation is confined to members.

The College of Business Administration at Boston University, under the direction of Ralph L. Power, has built up an exceedingly valuable library of business literature which is practically the laboratory of the school and the centre for reference on business matters for the city at large. Not only is there a collection of the regular books, pamphlets and magazines on business subjects, but the endeavor is made to complete lists of subsidiary informative works. The material of the library is not circulated, but every help is given those who have a real need of information along business and related lines, not only by the use of what is on the shelves, but by outlining what can be found in the library.

Rather different from the average library is the Congregational Library at No. 14 Beacon Street, which is devoted largely to religion and religious history, particularly that of the New England States. The Congregational Library Association was established in 1853, and in 1864 it became a department of the American Congregational Association. There are in the library about 100,000 books and a like number of pamphlets including, not only works on the Christian religion, but on many of the others. The American history department consists of local, sectional and national material. A number of subjects kindred to religion are included. The library is open to the public for reference use.

The Franklin Union, an account of which is given elsewhere, has a library organized in 1907 and maintained by the Benjamin Franklin and Andrew Carnegie funds. The library, which is open to all, specializes in works on steam, electrical, chemical, gasoline, and civil engineering.

The Massachusetts Historical Society, the oldest historical society in America, started the collecting of manuscripts at the second meeting after its organization in January, 1791. The object of the society has been to collect, preserve and diffuse the materials for American history, and the continued accretions to the collection begun so early are not only housed in the society's splendid quarters on Fenway, but have been published in more than a half hundred volumes of the "Proceedings" covering a record of its meetings for 146 years, in volumes of "Collections," of which there are 75; and in editions of works such as Hubbard's "His-

tory of New England" and Bradford's "History of Plymouth." The photostat has been greatly used in the last few years for reproductions of ancient material. The society, wishing to encourage historical research, places the library at the command of those interested in this, although it was founded and is maintained primarily for the use of its members.

The Massachusetts Horticultural Society Library is said to have the finest collection of horticultural works in the world. The society, which is nearly a century old, having been organized in 1829, had given to it during the first year, by Robert Manning, one of the founders, a few books, which gift was soon followed by others. Isaac Cox Barnett, United States Consul, was one of the society's agents in Paris for the purchase of books, as was Colonel Thomas Aspinwall in London. These laid the foundation of its foreign material. In 1869, Jonah Stickney bequeathed $12,000 for the use of the library and to this fund have been added many other donations and bequests. The library has a most remarkable collection of natural science, including all its various phases, to which the public has access.

The New England Conservatory of Music, which came to Boston from Providence, Rhode Island, in 1856, was the first organization to introduce, through its founder, Dr. Eben Tourjée, the conservatory system of musical instruction. In the pursuit of its work in some twenty departments, the need of a library was felt, which has been supplied in a most complete way. Rare and valuable works are numerous, including complete editions of most of the famous musicians. Biography is well cared for, technical works many, and there are many mounted portraits. While maintained for the conservatory, the library is open to the public.

The Social Service Library, housed in the building of the Simmons College School for Social Workers at No. 18 Somerset Street, near the courthouse, is a library started more than a quarter of a century ago by the Children's Aid Society, coming into the keeping of the college in 1912. The students are the principal users of the collections, although others may do so. The social departments of the large hospitals and the social workers in the city find the library very valuable. Among the material, now consisting of nearly 100,000 parts, are works on all the various movements, educational, medical, philanthropic and economic, which is broadly classed under the head of social service. There is also much to be found under the many allied subjects.

The Town Room Library at No. 2 Joy Street is a unique place where one may go and find the latest thing in what is termed sociology. It started with the Twentieth Century Club, and is still maintained by that

club and the Massachusetts Civic League, coming to its present pleasant quarters in 1906. If one is interested in city, town or village improvements, here he will find the newest developments. Or is some other subject of sociology, such as psychology, ethics, morals, economics, charity, criminology, house, home and town planning, city improvements, civic betterment, the one having the attention, then it is to this unique library that it is wise to come. A small fee permits one to borrow its books and reap the many other benefits of its service.

The Wells Memorial Workingmen's Club and Library, at 985 Washington Street, was founded in 1879 as a "Christian charity in memory of the late Rev. E. M. P. Wells . . . . to promote the welfare of working men by the furnishing of reading rooms, libraries and whatever else may contribute to their physical and moral well being." The Rev. Mr. Wells had been, for thirty years, a missionary of the City Episcopal Mission, and had given the best part of his life to service among the less favored classes of Boston. The library is the result of a desire to keep alive the memory of this good man so long known among the poor as "Father Wells." The library has a small number of volumes selected for the use of the neighboring working people.

The Women's Educational and Industrial Union Library is supposedly one of the only two of its kind in the United States. Many of the large libraries in this country have special collections of a like nature to that of this organization, but the library is probably unique in its material on women's vocations and women in industry, in that it is considered as something vital rather than simply historical, and is kept up to the last fact and publication securable. There are few phases of women's work and interests that have not their record in the library, to which not only the reading public have access, but information is given when asked to public institutions or bodies, such as the Massachusetts House of Representatives and Senate through the Legislative Department.

The Harvard Musical Association was founded in 1837 and the library six years later. It now contains more than 10,000 volumes of music and literature relating to music and the kindred arts.

Both the Commonwealth and the city have library organizations along certain limited lines. While the State Library cannot be considered a Boston library except in the sense of being located in the Hub, it is one much used and appreciated by Bostonians. Established by an act of 1826, it has in its hundred years grown to be one of the largest State reference libraries in this country. More than a half million volumes and pamphlets are arranged upon its shelves, covering all manner of subjects concerning which our legislators desire information, whether

it be law, politics, history—that of New England being very complete—; the various phases of government, social and political science, taxation, agriculture, teaching, charities, industries, civic affairs. There is hardly a subject one can name about which there are not many books or papers. In the library is kept the "History of Plimoth Plantation" by Bradford, which after being lost for years, was found and returned to Massachusetts by the Lord Bishop of London. The novel incidents connected with its finding and return are well worth the looking up, if only for the novelty. A reader chances to see in an English work, material that can only come from the lost diary of Governor Bradford. Investigating, he finds the volume, well preserved, in the Consistorial and Episcopal Court of London. Efforts are made to have it sent back to this country, but without avail, except that a prominent Episcopal clergyman, a friend of America, remarks that were he Bishop of London he would see that the history came to the Commonwealth. A sudden turn of fortune and he becomes the bishop and uses his influence and power to see that we have the first story of the Plymouth colony. This is the outline whose details the reader can find and supply if he wishes. While doing so, he must not overlook the parts played by Thomas F. Bayard, Ambassador to the Court of St. James, to George F. Hoar, United States Senator from Massachusetts, and His Excellency Roger Wolcott, Governor of the State, who received the manuscript May 26, 1897. There are many interesting things, besides books, in the State Library well worth the attention of the most casual visitor.

Some of the State boards or bureaus have their own libraries, such as the Massachusetts Board of Agriculture, which started a library in 1852 devoted principally to agricultural literature. While not large, it serves well as a source of information on farming and horticultural subjects and reports to both the public and the legislator. The only large agricultural library in the State is that at the Massachusetts Agricultural College.

The Massachusetts Bureau of Statistics Library, founded about 1869 when the bureau itself was established, consists mainly of recent publications relative to industrial subjects, including the many official reports of the Bureau of Labor and kindred departments in the United States and foreign countries. Nearly 200 newspapers, magazines, and other periodicals are taken and filed. Clippings are found a very important part of the library's activities, these being taken from all possible sources. The library is conducted primarily for the use of the bureau, but access to its collections may be had by research workers, if what they want is not available elsewhere.

The Library of the Massachusetts Forestry Department, formed in

1904, specializes on forestry and arboriculture, on which it has about 3,000 works. The public can take books out upon the payment of a deposit which is refunded upon their return.

The Massachusetts Forestry Association Library is not a State affair although it is not far from the State House at No. 4 Joy Street. Its books and pamphlets are collected for the most part from the exchange of publications with other associations, to which are added personal gifts and purchases. Since the purpose of the association is to place before the general public information concerning forestry in general, and to call attention to the vital need of the conservation of American forests, its books and services are at the command of the public. The library was founded in 1898.

The Massachusetts Public Service Commission has a library on Beacon Street, where are kept some ten thousand books and pamphlets on transportation, law, the telegraph and telephone, and other subjects in which the commission is interested. The commission supervises such utilities as the railroads, express companies, steamship and steamboat lines, telephone, telegraph, motor bus and now aeroplane lines. Everything of importance on transportation is carefully preserved and may be examined by anyone interested. The Public Service Commission is the successor, since 1913, to the Railroad Commission.

The city of Boston maintains two special libraries, one in connection with the Department of Public Works, the other with the Boston Department of Statistics. The latter library, in the city hall, is open to the public where one may go to consult the files for statistics or other materials having to do with Boston or other municipalities. The library has been in existence since 1894.

The library of the Department of Public Works is in the city hall annex where material has been collected for the use of city employees, although open to the public. The collections cover engineering, water, streets, sewers, bridges and all sorts of city works. The department is the consolidation of the street, water and engineering departments made in 1911.

In the courthouse is the Social Law Library, the second oldest of its kind and the fourth largest. Its peculiar name is said to have been derived from the fact that when the library was formed in 1804, there were so few men of the legal profession who joined hands in the organization that it was deemed advisable to add the name Social. The library was incorporated in 1814, and has been housed in the courthouse since 1893. There are law libraries in connection with the several colleges in and about Boston, but the Social Law Library fits in a place not to be taken by a library formed for the needs of students. This one is for the mature,

and in addition to its well filled stacks, has many unique possessions which in a measure make of it a museum of law.

The casual reader of the newspapers seldom stops to wonder how all the up-to-the-minute articles, particularly biographical and informative, come to be written. A man dies. The news sheet that afternoon or the next morning carries a full account of his life and a history of the enterprises in which he had been engaged. The most of the articles are fresh born in the "morgue" or the clipping room of the paper. In several of the newspapers of Boston, the morgue has become a library, or a part of one, which is really notable. The "Boston Transcript" started its library under the direction of Mr. Fred W. Ford, news editor, possibly thirty years ago. To Ford, it was but a side line, but with the years his collection of clippings has broadened out and it is now one of the important parts of the paper. Book reviewing gave the base of the book section; to this has been added all manner of reference works. But the clipping bureau is the crowning feature of the library, with the most marvelous element, the index which makes what might be a mass of dead matter, something alive and available.

The "Boston Globe" Library is probably the oldest of the newspaper collections, starting as it did in 1892. Its characteristics are much like that of the "Transcript's," but is even larger, with the same elaborate files. The "Globe" library is said to be one of the largest of its kind in this country, comparing favorably with those of the "Times," "Herald," and "World" of New York City. It is a veritable mine of information on anything concerning New England.

The "Boston Herald" also has a notable library, one that was started by the "Boston Journal" and taken over when that paper was absorbed by the "Herald."

The "Christian Science Monitor" Library has a collection of clippings that form a good sized "Newspaper Morgue," but books rather than clippings make up the library. The book collection has been accumulating since 1908; the library in its present form dates only from 1917. The many other publications and publishers have their own materials gathered together in shapes very like libraries. Some of these will be mentioned later; the few selected were chosen either because of their age, or place, or completeness of organization.

The banks and other financial institutions of Boston have, for the most part, libraries that are filled with material of use in their business. They are by no means small affairs, and are built along the general lines of the newspaper library. Taking the Old Colony Trust Company Library as an example, one finds it a straightforward attempt, and one highly successful, to get together a mass of usable material in a usable form. It

was needed to inform those in the bank along financial lines, and before it was realized the collections gathered assumed both the size and character of a library. There are two main divisions in the library under which the material is grouped, legal and statistical. In the former are the usual law books and thousands of pamphlets. In the statistical department, which is the more important, are cabinet after cabinet where are filed, for easy reference, financial information of nearly every conceivable subject likely to be needed. To facilitate the library work, several "special services" are subscribed to, which issue and analyze much of the data of money movements and the like. As nearly every library has a specialty, or its controller a hobby, so has the Old Colony—railroads. If one wishes to look over the record, equipment, financial history and condition of any of the American transportation systems, and many of the foreign, there are few libraries in the city where this can be better done.

The Merchants National Bank Library is somewhat typical of the National Bank Library, which has multiplied during the last few years, but is larger and better than most. If one needed to know the ins and outs of textile finances, he could do no better than to secure permission to look over the textile department of the Merchants Library, for it is its specialty. Not only does this department collect material, but it has for a number of years issued publications on the textile industry and export trade, with special issues giving government reports and legislation affecting textiles.

The State Street Trust Company, while not conducting a library on the scale of the two banking institutions just mentioned, has contributed historical brochures to the mass of information concerning Boston which are invaluable. Annually since 1905, the company has published a book on some phase of New England and Boston history. These, carefully written after effective research, and beautifully illustrated, are greatly appreciated by their recipients. Some of the older brochures have become rare; the possessor of a complete set of the twenty already issued is to be envied.

Other financial organizations, such as the Kidder, Peabody Company, Lee, Higginson & Company, E. H. Rollins & Sons, all have special libraries in which are filed all sorts of financial and statistical data. Lee, Higginson & Company, established in 1848, have been collecting sources of information since its organization, but it was not until 1888 that an attempt was made to do this in a systematic way. In the libraries of these and other like institutions, the principal specialty is statistics, the differences consisting in the subject about which the statistics are sought, and in the mode of making these available for use.

As indicated in the beginning of this list of special libraries, the greater number of them have been established by commercial, industrial and business firms. The class of information desired is often not to be found in the larger public libraries, and even when this is not true, the information is not readily available, too much time and trouble being expended in getting what should be right at hand. Hence the special business library gives the employees and usually those unconnected with the concern, just what they want, right where it is needed, and without waste of time or energy. The names that follow are given to indicate what companies have these special libraries, and where it can be done briefly—the specialty of the library.

The Aberthaw Construction Company, 27 School Street, established library facilities in 1902. The small working collection of the firm deals principally with concrete and constructional engineering, the business of the company.

The Allen and Daggett Library has a collection dealing mostly with federal law as it affects patents. The members of the concern have been, for fifty years, composed of patent attorneys.

The American Agricultural Chemical Company Library, 92 State Street, is under the auspices of the Agricultural Service Bureau of the company. It consists mainly of books and pamphlets on soils, fertilizers and farm crops. Dr. H. J. Wheeler, the international authority on agricultural chemistry, on becoming the manager of the bureau some years ago, brought with him his collection of bulletins and reports from most of the agricultural experiment stations of this and other countries, which formed the base on which the present large library has been built. There are few subjects in connection with the earth's agricultural productions that have not their place in the material gathered from the four quarters of the globe.

The Boston Chamber of Commerce Library is a mine of information concerning Boston, New England, and foreign trade, together with much general material. The library serves not only as a reading and reference room for the members, but is the department of information for the staff of secretaries and administrative officers. The chamber has issued a number of valuable publications, and is very ready to place both its services and those of the library at the command of those who need them.

The Associated Industries of Massachusetts is in the Park Square Building.

The library of the Boston Consolidated Gas Company, located in the commercial department of the company's building on West Street, has a collection, chiefly technical, of works connected with the gas, coke, and construction requirements of its business. There are, of course, many

books and pamphlets dealing with the many allied industries. Most of the material dates from 1897.

The Boston Elevated Railway Library, shelved in the general offices, had the distinction for many years of being the only street railway company in the United States maintaining a special library. Most of its collection consists of pamphlets covering the data of use in its business. The great mass of material is surprisingly well indexed and easily available.

Cram and Ferguson, architects, have maintained a library, now at 248 Boylston Street, since 1892. Its collection deals with architecture, sculpture, painting, decorations, stained glass, and the thousand and one allied subjects. The senior partner, Ralph A. Cram, for many years professor of architecture in the Massachusetts Institute of Technology is responsible for the perfection of the library, which has been not only of great use to employees, but to students everywhere.

The A. H. Davenport and Company Library, long at 573 Boylston Street, has numerous books, clippings and the like, which cover the fields of interior decorating, architecture and furniture. Both this and the Irving-Casson companies have collected books along the lines of their business, and when the two united some fifteen years back, the library was established. The library is for the use of both employees and public.

The Edison Electric Illuminating Company, probably the largest concern of its kind in New England, has maintained a library since 1907, first on Boylston Street and now at Roxbury. The library is technical, and by a system of inter-library loans covers a very wide field.

The William Filene's Sons Company, have a library in their Washington Street buildings for the use of their employees. It was started in 1912, and is non-fictional in character, but not strictly technical. The library is intended as a means of welfare work for the employees of the company, who are invited to indicate their wishes in regard to the books purchased. General business subjects dominate the list of books on the shelves.

Hollis French and Allen Hubbard, consulting engineers, 210 South Street, have a library at their offices which has been in existence since the start of the firm in 1898. The general subjects covered are mineralogy, geology, mechanical and electrical engineering, manufacture and physics.

The Insurance Library Association Library, of 18 Oliver Street, is the most complete library of fire insurance in this country, perhaps in the world. While maintained for the association, students and research workers are given permission to use its collections. The library is sustained by the contributions of the fire insurance companies in the associa-

tion, with a direct gift from the National Board of Fire Underwriters. Some of the features of the library, which is of course devoted to one main subject, go back to very early days. There is among its possessions a broadside issued in London, 1681, which is notable as containing one of the completest arguments in favor of fire insurance, made at the time when this system of protection was first being projected.

The D. C. and William B. Jackson Library, in the Garden Building, is mainly a technical collection of data on electrical engineering, the business of the firm. The material was first collected when the concern went into the business in 1908, but was not organized as a library until 1911. The members of the firm, who are authorities in their line of work, have seen to it that little has been overlooked that might be of use in electrical engineering. The senior member of the firm is professor of electrical engineering at the Massachusetts Institute of Technology.

The Lamson Company have maintained a library since 1915, made up of data concerning pneumatic tubes, cash and parcel carriers, conveyors and elevators. Aid is tendered the investigator along these lines.

Arthur D. Little, Inc. Library, now removed to Cambridge, is an example of the worthy commercial library. Technical knowledge must be readily available to the consulting engineers, chemists and other specialists of the Little Company, chemists. The firm, since 1886, has always had some one whose business it was to collect such information and arrange, catalogue and index it, in the most perfect way. So successful has it been that the present library is often studied as a model in technical business libraries.

The Lockwood, Greene and Company is really composed of two companies, one listed as engineers, the other as managers. With their offices in various parts of the country, the companies are engaged in the construction and operation of industrial plants. The business calls for specialists in many lines, and to meet their need since 1912 the companies have been gathering and arranging materials needed in their spheres of activity, such as steam and electrical engineering, water power development, designing of textile and other industrial plants, the reorganizing of industries, and architecture. The library is undoubtedly the largest and most complete textile manufacturing library in New England, and because of New England's preëminence in textiles, probably in the United States.

Walter M. Lowney and Company, candy makers of renown, have at their offices a very complete library covering confectionery manufacture, and many of the subjects of importance in connection with this line of business and its sale.

The Mellen's Food Company Library naturally includes many works

on infant feeding. Medical, drug and chemical journals supply much of the material that has been collected and indexed.

The Metcalf and Eddy Library was established in 1907 by the firm of consulting and civil engineers. The many volumes and pamphlets in the library are mainly on civil and sanitary engineering, chemistry and bacteriology, and are very complete both historically and practically.

The New England Hardware Dealers' Association has been collecting since 1892 an information file for the use of its members relating to hardware interests. Largely this material has been composed of registers and directories, but with the years so much else has been secured that the library has become both large and comprehensive.

The National Industrial Conference Board Library is a part of the equipment with which this society carries on its work. The board is a coöperative body composed of the representatives of national industrial associations "organized to provide a clearing house of information, a forum for constructive discussion, and machinery for coöperative action on matters that vitally affect the industrial development of the country." Many national associations are represented on the board, and supply both the means and the material out of which the library has been built. For the student of economics, labor and trust problems, much information is at hand. The library was organized in 1917.

The New England Telephone and Telegraph Company Library is one gathered for the use of employees along technical and industrial lines, the most of which may be found in other libraries, but not in so accessible and complete a form.

The Pilgrim Publicity Association Library is maintained by the members of the Association, and is the only one in the city devoted mainly to advertising and salesmanship.

The Sampson and Murdock Library is unique in consisting chiefly of directories covering many classes. The city and town directories are kept up to date and include these works of nearly all the places in the United States. The company has published the Boston Directory since 1846, and has on file directories going back to 1789. The general public is invited to make use of the library, and a surprising number do, for there is an astonishing amount of information to be found in a directory, its service not ending with the year for which it is printed.

Among the libraries of accounting is that of Scovell, Wellington and Company, certified public accountants and industrial engineers, started in 1910. Its foundation was the private library of Clinton H. Scovell, the senior partner, and contains selected works on general business, accounting, auditing, banking, commercial law, scientific management, correspondence and advertising.

The library of Stone and Webster, probably the oldest of its kind in America, having been started in 1907, is exceptionally strong in engineering, statistics, finance and public utilities.

Charles H. Tenney and Company support a library in their offices on Devonshire Street which is devoted mainly to industrial engineering. The concern manages a large number of public service companies, such as gas, electric, street railway, and others, and the collections shelved have to do with its needs. The library was established in 1903.

The United Drug Company Library was established in 1913, and is devoted to the drug trade, merchandising and Pharmacology. Trade journals from all over the world are on its shelves, including full indexed files of their own. There are more than a thousand volumes of strictly technical works.

The Youth's Companion, first issued a century ago (1827) and therefore the earliest of the juvenile magazines in the world, started an editorial library in 1898 which has expanded into something very much larger than contemplated. The material saved and used is of such a varied nature that the library refuses to be classed other than with the word "editorial." It has something about everything; it is carefully filed, and indexing has been very completely carried out in most lines, so that the editor or others can find, with great readiness, information along many lines. The "Youth's Companion" is completely indexed back to 1875.

Harvard Baker Library—The present day problem in the special library field is whether they can be continued. More and more space is required for their housing, the costs of maintenance have become too great, and there is too much duplication, and perhaps competition. It would seem that the solution of the problem had been reached when, in June, 1927, the Harvard Business Library, the business department of the Boston Public Library, and the Business Historical Society, made up of many of the foremost captains of industry in the United States, consolidated their resources and created what is the greatest business library in the world. This library, located in the George F. Baker Library, the central structure of that remarkable group of the Harvard Graduate Schools of Business Administration buildings opposite the stadium, started with 130,000 volumes and innumerable pamphlets. It is expected that by 1932 the number would exceed 500,000, since it seems likely that many of the special business libraries of Boston and elsewhere will deposit their collections with the new institution. Perhaps before many years shall have passed, some generous citizen will endow a down town branch of this library so that its facilities may be more completely available. One of the features of the New Baker Library building is the reading room, 240 feet long and 40 feet wide, the largest room ever given

over to such purposes. As many as 750 can use the room at one time, and what is most novel, smoking is permitted. The research man, in the pursuit of his often tedious task, may at least have the solace of tobacco, a thing unthought of in the large libraries of the country. Charles C. Eaton is the librarian of the Baker Library. And since the library is a legal branch of the Boston Public Library, Charles F. D. Belden, its librarian, will share in the work of making the Boston institution a leader of the business departments of public libraries. Boston is now the mecca of those who would study the romance, the tendencies, the facts of modern business.

CHAPTER XVI.

THE RELIGIOUS ASPECT.

If, after a study of the religions in the past of Boston, one turns the attention to the present religious aspect, so great is the difference that one is apt to overlook the fact that the change is also progress, and that the present is vitally joined with the past. The present day Bostonian may be less interested in theology, or religious dogmatics, than were his forefathers, but this is no evidence that he is irreligious. Each census provides convincing proof of a steady increase in the number of communicants or adherents of the churches of the city; and what is even more notable is that the percentage of this increase averages much higher than that of nearly all the larger American cities. There can be no questioning of the fact that the churches of today hold a very different position in the community than did those of the early days or even of half a century ago. But this is true of nearly every human agency one can mention, for progress leaves little unaltered. The Puritan colony and church formed a theocracy with little room for religious liberty, or any other sort of freedom for that matter. The colony has become a commonwealth and an industrial democracy where liberty has been so increased as sometimes to approach license. Instead of one church supported by taxation, and therefore responsible to those who paid for it, there are now many churches which must look to their own members for support, but which are also free to manage their affairs as they will. All religious denominations are now on an equal footing. The freedom which all forms of religion enjoy in the United States has been attended by the broadest spirit of toleration to be found in the world. And it must not be forgotten that while Boston was slow in its movement towards religious freedom, no place in the Nation has been so often in the forefront of the battle for breadth of religious ideas as this city of the Puritans.

Boston's Contribution to Religion—Unitarianism, Universalism, Transcendentalism, all arose in Boston, and all were efforts to give freedom, breadth, elasticity and joy to religion. Boston has retained her fertility of ideas and ideals that continue to shape the religious destiny of our country. In modern times, Boston's religious leaders have instituted movements that have brought together opposing schools of theology, as for example at Harvard University. They have led the way in the coöperation of different denominations, and healed the feuds that have separated groups in single denominations; the rancor has gone out of the

relations existing between the Trinitarian and Unitarian Congregationalists. By way of modern original contributions to religion, there is the Christian Science Church, whose "Mother Church" is in Boston, and what is known as the "Emmanuel Movement," so called from the church of which the Reverend Elwood Worcester, the first proponent, was rector. Once convinced of the value of a change in faith and practice, no city has shown a greater aptitude for making changes, or greater capacity to push such alterations to the logical limit.

The emphasis in the churches of the city is placed now on the psychology of religion rather than on theology, on the social applications of Christian ethics rather than on dogmatics. It is sometimes complained that Boston lacks in her pulpits such outstanding figures as the Mathers, Lyman Beecher, Horace Bushnell, "Father Taylor," William Ellery Channing, Theodore Parker, and Phillips Brooks. But this condition is more or less true of the pulpits of all of the country, for there is no longer the need of controversialism in preaching. The demand is for religious educators, teachers of philanthropy, ethics and practical religion; and in the supplying of this demand the Boston churches have not been remiss. Boston, religiously, is as direct, rational and practical as are her citizens in business and politics. Deeds count more than words, and works and faith are united in a combination that gives life and vigor to religion. No city is more noted for its benevolences; it is the resort for those who seek the means wherewith to carry on some good cause, and seldom do these go away with empty hands.

The High Place of the Clergy—Some of the traits of the modern religious practice are direct survivals of the original Puritan faith, or the effect of Puritan traditions upon the later generations. Many of the ideas of stewardship of money, standards of personal and civic conduct, have their roots in the early theocratic government. Church and State have long been separated, but the ideal of a union of religious faith with civic duty and life still remains, and the high place of the minister in this has been retained. Mr. George P. Morris of Boston, in the book "New England," in writing of religion in Boston has this to say:

> The clergyman still counts as a man of influence, as a moulder of public opinion, and as a citizen conspicuously qualified to shape the practical policy of administration of schools, libraries, charities and local government. Altered social structure, changed conditions of living, new forms of abode and community life, the rise of new professions and the increased importance of older ones, may have rendered impossible some of that pastoral supervision of flock and community and that direct moral censorship of the laity, which was characteristic of the early ministers and priests. But church and clergy are still factors in Boston life to a degree that is significant and important; and they supply a conserving and ethical force which is lacking in states more recently added to the Union, whose founders were more purely commercial and utilitarian in their motives for settle-

ment; states where the educational systems, from the start, have been chiefly secular in aim.

Moreover, the religion of Boston now bears, and will bear, whatever changes may come, the impress of that emphasis on ethics which has characterized it from the first. The Pilgrim or Puritan was a theologian, but also a setter-up of the Kingdom of God on earth. Roger Williams revolted against emphasis on creed above deed. Jonathan Edwards left his church at Northampton because he was not supported in an effort to discipline its sinners, and as a reformer of the Puritan polity, he stood for a regenerate church membership. Jonathan Mayhew preached the liberty from tyranny, that Sam Adams organized against in the town meetings. Channing and his contemporaries among Unitarians, and Beecher and Bushnell among Orthodox Congregationalists, labored for a theology that was in harmony with the highest ethical ideals of men. The anti-slavery propaganda of Garrison and Phillips, Parker and Emerson, ultimately forced Boston churches to hatred of slavery and support of a war that put an end to it; and out of all the clashings of Puritans and Quakers, Calvinists and Arminians, Trinitarians and Unitarians, Protestants and Roman Catholics, and Conservatives and Radicals in religion and politics, which Boston has seen, has emerged the ideal of free thought, free speech, and toleration of many points of view; an attitude which has become ingrained and chronic, and that today makes Boston a singularly attractive place of residence for persons who elsewhere have suffered from tyranny or cramping environment. The result is a measure of present amity between former foes and historically hostile faiths which is unprecedented, while at the same time there is a candor in expressing diverse points of view without diminishing personal and sectarian goodwill which is surest proof of the high measure of civilization to which the section has attained.

The Rise and Fall of Denominations—A very interesting feature of the development of religions in Boston is the rise and fall of the dominating churches of each generation of the latter half of the city's religious history. For a century and a half the Puritan or Trinitarian Congregational Church stood almost alone. Then for a half century there entered the field many other denominations, and those which had made a feeble start during the freedom of religious worship granted with the Provincial charter, became strong and grew. The "Great Awakening" or revival period of the middle eighteenth century era opened the way to the Methodist faith, although little growth was made by this denomination for more than fifty years. The Revolution so filled men's minds with the idea of freedom in all things that the coercive features of Puritanism were resented and a more liberal basis of worship was sought. Then, too, there was a decided let down in religious interest during the Revolution, and Boston showed the same divergence from the straight line of orthodoxy that was manifest throughout the whole of the new Nation. Without strife or the waving of banners, Unitarianism became established. Not until a revival of the earlier theology in the first quarter of the last century was brought out the contrast between the Unitarian and Trinitarian faiths and the two stood out in sharp opposition to each other. Congregations split; old founded churches became definitely one faith or the other. In the battle of the two sets of doctrine, which however was

confined principally to New England, the Unitarians won, and became the dominant church of New England and of Boston.

The Changing Faiths—Up to the time of the Civil War, the leading religion of Boston was Unitarian. In the year 1860, the total number of the churches of all denominations in the city was 107. Of these 24 were Congregational Unitarian; 14 Congregational Trinitarian; Baptist, 14; Protestant Episcopal, 12; Methodist Episcopal, 12; Universalist, 6; Presbyterian, 4; Roman Catholic, 10; various other denominations, including two Jewish synagogues, 11. In other words, in the number of meeting places, the Unitarians ranked first, the Congregational Trinitarians, Baptists, Protestant Episcopalians and Methodists all having a fairly equal hold on second place, with the Roman Catholic following not so far behind.

Twenty years later, 1880, and the figures now include the most of the localities annexed by Boston, the number of religious societies in Boston had more than doubled, now numbering 220. The pendulum had swung toward the Trinitarian Congregational end of the era, they now having the greatest number of churches in the city of any single denomination, with 32. But the Roman Catholic was now in second place with 31 churches. Then followed the Baptist with 27; the Congregational Unitarian with 26; the Methodist with 26; Protestant Episcopal, 22; Universalist, 9; Presbyterian, 8; Jewish, 7; Lutheran, 5; other denominations 27. The marked features of these two decades were the trebling of the number of Catholic churches, an ever greater percentage increase of Jewish synagogues, the practical failure of the Unitarians to hold their own, and the doubling of most of the other denominations.

Within a few years the Roman Catholics outranked any single denomination both in churches and adherents. By 1900, the number of adherents of this church constituted more than half of the membership figures given for the city. From a religious standpoint, Boston had become, and now is, a Catholic city. Where once was the stronghold of Puritanism, between sixty-five and seventy per cent of all the people accept the Catholic faith and church. Meanwhile, in 1900, the Protestant Episcopal Church had risen to second place on the list.

Boston Churches and Nationalities—Coming down to the year 1926 we find that the number of religious societies with meeting places in Boston is 366. The Roman Catholic Church is far in the lead with 70 parishes or churches; and there are Catholic institutions of different orders to be added to this total. Next in number are the Jewish synagogues, 40. Third come the Baptists with 38, and, in their order, the next seven most numerous churches are the Episcopal, 35; Congrega-

tional Trinitarian, 34; Methodist Episcopal, 31; Congregational Unitarian, 18; Lutheran, 16; Presbyterian, 8; and Universalist, 6. Of the Methodist Episcopal (African) there are 3 churches; Christian Science, 3; Adventist, 2; Spiritualist, 2; New Church (Swedenborgian) 2; Friends 1; Disciples, 1; and various other churches totaling 57.

So much for the bare statistics of churches. One may interpret them in many ways, but the figures must be taken, whatever the interpretation, in connection with ones covering the population of the city. Until a comparatively recent date, the chief gains in the Catholic church were from emigration (Ireland and Canada, French). And such has been the standing won by this denomination, and so free from interference by State or people has this church been, that it presents a record of numerical increase, of development in education, philanthropy, and practical religion, of which all may be proud. The various migrations of the Irish by which both Boston and the Catholic church profited, began nearly a century ago and continued on into this century. The influx of settlers from Scotland at the beginning of this century helped largely in the growth of Presbyterianism during the first two decades. With the arrival of Italian and Portuguese Roman Catholics, of Greek adherents to the Orthodox Greek Church, and of large numbers of Orthodox Jews from Russia and other parts of Europe, Boston had added more factors which complicated the racial and religious situation in the city. Even the Roman church of Boston was profoundly affected, and no longer is solely of Celtic complexion.

Census figures later than 1920 are still unavailable for the student of the details of race distribution in the municipality. Taking those of 1920, it is made clear that the city is less New England in race than it is usually considered. Taking the total population as 748,060—the correctness of which census was disputed—65.71 per cent was rated as native white, 31.94 as foreign born white, with 2.19 per cent. negroes and 0.16 Chinese, Japanese, etc. Subdividing the native born white according to parentage it is found that only 24.30 per cent. were of native parentage, as against 31.05 per cent. of foreign parentage, and 9.56 per cent. mixed parentage. In other words, only a quarter of the entire population of Boston is made up of native whites of native parentage. And if it were possible to go back several generations, it seems likely that the proportion of those coming from colonial stock would be very small indeed, approaching the vanishing point. Nothing could be clearer than that the racial stock which founded the Congregational and Unitarian, the two typical New England religions, has few, comparatively, representatives now resident in Boston. Probably this, more than any other one feature, accounts for the present dominance in the municipality of religions unknown, almost, for the first half of the history of Boston.

The Effect upon the Churches of a Changing Population—The changing character of the population of the municipality has worked hardships on all religions, on the Protestants more than on others. Localities once the residential sections of natives have become foreign centers. The churches built by religious societies of one faith have become useless as places of worship for the original denomination. Often, the edifices have been sold to some other society; often the business requirements of the locality have made it necessary to tear down many of the older meetinghouses. Some still remain; some of great historic interest are now in dingy foreign atmospheres which all but make one forget the part they played in American history. If there has been one thing more than another that has occupied the attention and called for the principal labors among the Protestant denominations during this century, it is the building of new places of worship. And this work is still going on, and must, until the localities to which the adherents of any particular church are provided with proper meetinghouses. On the physical side of religions, the building programs of the churches of the city takes precedence at the present time.

The movement, particularly of the wealthiest churches, seeking new sites, began more than a half century ago. The new lands of the "Back Bay" section attracted many, and most of the notable structures built at that time (1865-75) were put up in this neighborhood. The South End was chosen by many during this same period. Several remained "down town" and form one of the rarest of the historic possessions of the municipality. In recent years church building has been more on the increase in the outlying portions of the city.

The Historic Churches—The historic "down town" churches have, for the most part, been mentioned and parts of their story told in an earlier chapter in this work, but they have a perennial interest that makes one loath to pass them by. They include the Old South Meetinghouse, King's Chapel, Park Street Church, St. Paul's, now the Protestant Episcopal Cathedral, Christ Church at North End, now the oldest church building still standing in the city. The Old South dates from 1730 and replaced the "little cedar meeting-house" erected by the Third Church in Boston in 1669. Here Otis, Warren and Hancock addressed the citizens on patriotic subjects; Whitefield preached here; meetings held here led to the "Boston Tea Party." The church was used as a riding school by the British Dragoons in 1775. The building is now under the care of a group of Boston women; the New Old South Church in Back Bay has housed the congregation of this society since 1875.

The present King's Chapel dates from 1749, at least the corner stone was laid in that year, it not being completed sufficiently to be used until

1754. It was built to enclose the first Episcopal church of 1688. It now is occupied by the Unitarians. The Park Street Church dates from 1809, and was the first Trinitarian-Congregational church formed and an edifice built after Unitarianism had swept through the Puritan churches of the city. As the home of many brilliant preachers and the seat of Orthodoxy, it was known to the irreverent as "Brimstone Corner." Aside from its pulpit orators, the Park Street was famous for the choir that bore this name, many of whom were members of the musical societies that had so much to do with making Boston a musical center. St. Paul's Cathedral is of comparatively recent date as churches go in the down-town section. It was probably the most impressive church of its day. Phillips Brooks wrote of it that it was a "most notable and permanent addition to the power of Episcopacy in Boston. Its Grecian Temple seemed, to the men who built it, to be the triumph of architectural beauty and of fitness for God's service." Of Reverend Alexander Vinton, who for seventeen years was its rector (1842-59) Brooks wrote: "His work may be considered as having done more than any other man who preached in Boston to bring the Episcopal Church into the understanding and sympathy and respect of the people." Christ Church, dating from 1723, stands isolated from Protestant peoples in the North End, but is one of the chief historic landmarks of the municipality. The signal lights to Paul Revere, the aged chimes, the ancient fittings and communion vessels including pieces given by George II, the first monument erected to Washington, all attract home folk and visitors.

Church Movement to Back Bay—The filling in of the sheet of water known as Back Bay, which began in 1857 and continued for three decades, gave the city a section which early began to attract Bostonians and with them followed the churches. In few parts of the municipality have its residents so clearly shown their individuality as in their dwellings erected on what was really an uninspiring flat section. Commonwealth Avenue with its central parkway is the most beautiful street within the city limits. Beacon Street close to the Charles has on it some of the finest residences to be found, and many of the notables of Boston have lived here. Huntington Avenue and Boyleston Street were chosen as the sites for many of the institutions, cultural and educational, which give a distinction seldom attained by city streets. The many cross streets are in keeping with the long main highways, making the most of the Back Bay an ideal center of home and institutional life.

The churches began their movement to Back Bay in 1860 when the Arlington Street place of worship was built, to be followed by Emmanuel Church in 1862; the Central Congregational Trinitarian Church in 1867; the First Church in Boston, in 1868; the Brattle Square (now the First

Baptist) Church in 1873; the Second Church in Boston, 1874—this congregation later sold the same building and moved to Audubon Circle, between Boston and Brookline; the New Old South Church, 1875; Trinity, 1877; the Hollis Street, 1884; and the "Christian Science Temple" 1895 and 1906. Nearly all of these churches have used stone in their construction, are splendidly designed, built with little regard for other than dignity, fitness and beauty. The variety of architecture is very great, and the finished structures a delight to the eye. Few laymen are more familiar with the architectural beauties of the churches of Boston than was the late Edwin Bacon, and it is to his writings the present compiler is indebted for much that is descriptive of the places of worship in the city.

The "First Church in Boston"—Mr. Bacon thus wrote of the First Church in Boston:

> The chaste First Church, beautiful in design, of the finer type of ecclesiastical architecture, fitly represents the succession of meeting-houses of the First Church of Boston, beginning with the pioneers' little mud-walled and thatch-roofed structure beside Market Place. Its rich interior contains various mementoes of the past. On one of the painted windows is inscribed the church covenant adopted and signed by Winthrop and other leaders when the church was formed in Charlestown on the thirtieth of July, 1630, only a few weeks after the arrival of Winthrop's company, whence it was removed to Boston. With the rare old communion plate is shown an embossed cup with the inscription engraved on its rim, "The Gift of Gov^{r} Jn^{o} Winthrop to Y^{e} I^{t} Church." The statue of Winthrop, on the Marlborough Street side of the church, is that by Richard S. Greenough, which used to stand in the midst of a network of street-car tracks at the junction of Court and Tremont streets, and Cornhill in front of Scollay Square. It is a duplicate of the statue placed by the State of Massachusetts in the Capitol at Washington. It represents the Governor as just after landing on the soil of the New World. Behind the figure appears the base of a newly cut forest tree with a rope attached, signifying the fastening of the boat in which the Governor had come ashore. The figure is clad in the picturesque garb of the period. The right hand holds the Colony Charter, the left hand, a Bible. The statue was first set up here in Boston and uncovered to the public on September 17, 1880, the day of the celebration of the two hundred and fiftieth anniversary of the settlement of the town.

The church, although dating from the Civil War period, has a striking exterior, and the interior is both rich and tasteful; the designers being the architects Ware and Van Brunt. The stained glass windows were imported from England, the organ from Germany. The original cost to build was well over $300,000.

Of the three Back Bay churches built prior to the First Congregational, the Arlington Street Church facing the Public Gardens has a most notable history. As a building, it is of the stately architecture that is reminiscent of Sir Christopher Wren; the architect was Arthur Gilman. The church has one of the few sets of chimes to be found in Boston. The Society, when formed in 1727, worshipped in a barn on Federal Street,

where later, 1786, the form of government was changed to Congregational and a new place of worship built. William Ellery Channing became the pastor of the little church in 1803, although called to the pulpit of Brattle Street Church, one of the largest and wealthiest of that day. In the religious controversy then approaching a climax, Channing unexpectedly swung to the side of Unitarianism and became one of the leaders in liberal religion. His fame as preacher, writer and accomplished scholar, made the pulpit of the Federal Street Church also famous. After his death in 1842 he was succeeded by Ezra Stiles Gannett, D. D., who had been Channing's associate since 1824. It was during Dr. Gannett's reign that the present church was built. Paul Revere Frothingham, after a long pastorate, died in 1926, having been preceded by John F. W. Ware, who followed Dr. Gannett in 1871, and Brooke Herford, who came here from Chicago.

Emmanuel Church (Protestant Episcopal) was formed in 1860 and built their first place of worship two years after Arlington Street. Its pastor, Frederick D. Huntington, had been pastor of the South Congregational Church, Plummer Professor of Christian Morals, and preacher to the University at Cambridge, but left the Unitarian fold, the church being built for him. He continued as rector of the Episcopal parish until 1869, when he was made Bishop of Central New York. He was followed in the Boston Church by Doctor Alexander H. Vinton, Leighton Parks, and the present rector, Doctor Elwood Worcester. One of the conspicuous features of Doctor Worcester's pastorate has been his inauguration of what came to be known as the Emmanuel Movement, interest in which was, for a time, both international and national and pointed the way to new fields of activity by the church and clergy. Doctor Worcester, beginning in 1906, began to expound the relation of psychotherapy to religion, and the service which properly trained clergymen, working with medical men, can render in curing certain forms of disease; the results of clinics held in the church gave its name to the movement.

The Central Church (Congregational Trinitarian) on Berkeley Street, is possibly the most noteworthy of the earlier Back Bay churches. Boston is favored with many fine varieties of stone which it has placed in its public buildings. The Central Church was built of Roxbury stone with sandstone trimmings, and is of the advanced Gothic style of architecture. The spire, two hundred and thirty-six feet, is the highest in the city. R. M. Upjohn was the architect who gave to it the fine lines and impressive simplicity which still gives it dominancy over the structures of this section. The Central Society was organized in 1835 to occupy the Odeon Theatre, and was known as the Franklin Church. The name was changed in 1841 to the present title when a new edifice was built on Winter Street.

The first pastor was Reverend William Rogers, who remained for many years (1835-51). His successors have been rather numerous, among them being Rev. George Richards, John E. Todd, D. D., the noted Rev. John De Witt and Joseph Duryea. The present incumbent is Rev. Seeley K. Tompkins.

These earlier churches were all built within a few years of each other, and there was an intermission of five years before another group was started. Two came from the boards of the talented architect, H. H. Richardson, the Brattle Square and Trinity churches. He also designed the Woburn Public Library, the North Easton Public Library and Ames Memorial Hall in the same place, and Sever Hall at Harvard, besides many notable dwellings. Brattle Square was his first church building and was designed to express massiveness and permanency. Unfortunately, the acoustic properties of the edifice were so poor as to make it almost impossible for Doctor Lothrop, then the pastor, to be heard. This church had been erected without regard to expense, thereby loading the Unitarian Society which occupied it with a burden of debt which its diminishing membership was unable to meet. The church was closed in 1876, the membership dissolving fellowship at this same time thus bringing to a close the career of the famous "Manifesto Church" of 1699, the first of the Puritan churches to break away from the intolerance of belief and polity that then held sway. The church building was purchased at public auction by J. Montgomery Sears in 1881 and sold to the First Baptist Society the next year.

It was fitting that this religious body should become the successor of the historic organization, for the Baptist Society antedated the Brattle Square organization by many years. An account has been given of the early history of the much persecuted Baptists who joined hands for worship in accordance with their own ideas in 1665. They built a little meetinghouse on Salem Street in 1680, only to have its door nailed up by order of the Council and Governor of the Colony. It survived all endeavors to quench it, and prospered after the forcing upon the colony of a Provincial charter which, however resented, did give freedom of worship to all denominations. After meeting in a series of churches of ever increasing dimensions, the Brattle Square house was purchased and, after extensive interior changes, its acoustics were improved and the general effect enhanced. The dominant feature of the church building is the massive Florentine tower with its colossal figures designed by Bartholdi, sculptured on its sides, carved by Italian workers brought from abroad for this purpose. They are in high relief, in four groups representing the four epochs in Christian experience, Baptism, Communion, Marriage and Death.

The New Old South Church, which was built about the same time, 1874, as the above, had also for its principal features a tower but one of a very different character. Bacon, in describing this church, says:

This is one of the costliest and most conspicuous of the notable church buildings of this quarter. The buildings occupy a rectangle. The Boylston Street front is about 200 feet, and that on Dartmouth Street about 90. The church, occupying two-thirds of the rectangle, is in the form of a cross, and the style of architecture is North Italian Gothic. Its most conspicuous features are its massive stone tower, 248 feet high, terminating in a pyramidal spire; and the lantern 20 feet square, pierced with large arched windows, with its pointed gilded copper dome, into which the roof opens at the intersection of the arms of the cross. The walls of the buildings are of Roxbury stone, with dressings worked in brown Connecticut and light Ohio freestone. The outside is richly ornamented. A belt of gray sandstone runs along the walls, with carved vines and fruits, among which are birds and squirrels. Between the south transept and the tower is an arcade, across the front of which are these words: "Behold, I have set before thee an open door." Here is also a larget tablet inscribed as follows: "1669. Old South Church. Preserved and blessed of God for more than two hundred years while worshipping on its original site, corner of Washington and Milk streets, whence it was removed to this building in 1875, amid constant proofs of his guidance and loving favor. *Qui transtulit sustinet.*" On the face of the building, over the arcade, is this inscription: "First house of worship occupied in 1670. Second house occupied in 1730. This house occupied in 1875." The main entrance is through the front of the tower, richly decorated and deeply recessed; and there is a side entrance into the tower from the arcade. The vestibule is separated from the nave by a high arched screen of Caen stone, delicately carved, with shafts of Lisbon marble, and crowned by gables and finials. The outer vestibule occupies the whole base of the tower, and the inner vestibule is the width of the church. From the latter, access is had to the church from one side and to the chapel from the other. The interior of the church is finished in cherry, and is brilliantly frescoed. Three panels of Venetian mosaic fill the heads of the arches leading from the doorways. The walls of the church, rising 50 feet above the sidewalk, carry an open timber roof with tie-beam trusses; this is further strengthened by arched braces above and below the beam, coming forward to the walls in four broad low-pitched gables, the ridges from which meet in the roof, and carry the open lantern referred to above; thus a simple system of ventilation is secured. The pulpit is in a broad recess at the Dartmouth Street end of the church, and is backed by a high carved screen of wood, behind which is a passage-way to the pastor's study in the basement. The stained glass windows are decorated to represent Biblical scenes. That back of the pulpit, the most costly and elaborate of all, represents the announcement to the shepherds of the birth of Christ. Of the others, the five parables are illustrated on that in the south transept; the five miracles on that in the north transept; and the prophets and apostles on those in the nave. The church has sittings for 1,000. The chapel has a breadth of 44 feet, and the parsonage a breadth of 25 feet. In front of the chapel is a closely clipped lawn, and the face of this portion of the building has upon it a rich growth of ivy. The chapel was finished and first occupied on the 22d of April, 1873; and the corner-stone of the church was laid with fitting ceremonies on the 9th of September the same year. The entire cost of the buildings was about $500,000. Cummings & Sears were the architects.

Copley Square, named after John Singleton Copley, the artist, is surrounded by some of the most important institutions and beautiful build-

ings in the city. At the time of this writing, 1927, the Square is being considered as the site of an elaborate and fitting memorial to the Massachusetts soldiers of the World War. The present crowning beauty of Copley is Trinity Church, the second of Richardson's Back Bay churches and his masterpiece. The exquisitely decorated interior has been characterized as "an enduring monument to the skill of John La Farge." The style of the impressive structure was spoken of by the architect as a free rendering of the French Romanesque as seen in the pyramidal-towered churches of Avignon and "endeavors to exemplify the grandeur and repose of the eleventh century architecture in Aquitaine." In plan, the church is a Greek cross, with a semi-circular apse added to the eastern arm. The massive central tower, two hundred and eleven feet high, dominates the structure. The chapel is distinguished through its connection with the church by an open cloister, in which are placed stones from St. Botolph's church in Old Boston, England, of which John Cotton was the rector for twenty-one years. Opposite this stone tracery is a carved granite rosette, all that remains of the former church that was burned in the fire of 1872. The present place of worship is the third erected by the parish, the first being on Summer Street, built in 1735, seven years after the organization of the society; the second was erected in 1828. To the citizens of Boston, and the stranger within the gates, Trinity speaks of Phillips Brooks the "Beloved" who came to the parish in 1869. A statue of the great minister and preacher stands at the side of the church; it is the work of St. Gaudens.

The most recent of the Back Bay large church edifices is the First Church of Christ (Christian Science) facing Huntington Avenue across a bit of parkway from Falmouth, Norway and St. Paul streets. It is the home of the "Mother Church" as well as of the first society in Boston. The Scientists met for some years after the coming of Mrs. Eddy in various parts of the city. In 1883, regular services were begun in the "Hawthorne Rooms," which were then on Park Street. The present great structure had its original unit ready for use in January, 1895, it then having the capacity to seat 1,100 persons. In 1906, a new auditorium was added having 5,000 seats. The present completed church approaches the proportions of an Old World cathedral, and is reputed to have cost, together with a large plot of land, more than two millions of dollars. The dome has been used with great effect in the design of the building, the central dome, surmounted by a cupola, reaching up to a height of two hundred and twenty-four feet—a landmark which can be seen from a considerable distance.

South End Churches—Even before the great movement of the churches of the Back Bay section, there was a drift from the crowded

downtown district to a new South End. Early in the last century, work had been begun on the filling of South Cove, and completed before the Back Bay project was under way. It was expected that the new area would become the "court end" of Boston, and during the '50's and '60's many fine houses were built about the numerous small parks which characterized the neighborhood. But after a decade or so, the newer Back Bay attracted the wealthy and fashionable, starting an exodus from the South End which was hastened by the encroachments of factories, small shops and an influx of people of foreign birth. Before this change in the character of the South End, many congregations had built fine homes for their religious societies. The leading Universalist church was one of these. "The Second Universalist Society in the Town of Boston," to give it the full title under which it was incorporated in December 1816, the first formal meeting being held the next month. Until it had erected a costly edifice on Columbus Avenue and Clarendon Street in 1872, it was known as the School-Street Church, and was the seat of modern Universalism in the city. Hosea Ballou filled the pulpit for thirty-five years, and is known as the father of modern Universalism in contradistinction to John Murray, the founder of the denomination, who held to a more Calvinistic form. The splendid church lingered long after the most of its members had left to take up their residences in more fashionable parts of Boston. In 1914, one bitter winter day, the church burned; a successor was never built on this site. When later the congregation erected a new edifice, the Fenway section was chosen. The Church of the Redemption, as it is now called, on the corner of Boylston and Ipswich streets, is one of the most costly and beautiful of Boston churches.

In 1862, the Congregational Trinitarian Society, until then known as the Pine-Street Church, erected what was said to be the largest Protestant house of worship in New England. This was at the junction of Warren Avenue with Tremont, Dover and Berkeley streets, and the name by which it thereafter was known was the Berkeley Street Church. It has undergone many changes and is now a popular institutional church.

The Disciples of Christ, now so pleasantly located in their attractive church in the Fens Park district of Roxbury, was another of the religious bodies choosing the South End for the fourth of their homes. An unpretentious but large meetinghouse was erected on Warren Avenue in 1869. During the early years of the stay in South End, James Freeman Clarke rounded out his years of leadership, to be followed by the large minded Charles C. Ames. The pastor of the Roxbury congregation is the Reverend J. Watson Shocktey.

Other religious bodies choosing the South End in which to build were: the Union Church, Congregational-Trinitarian, at 485 Colum-

bus Avenue, erected in 1869; the South Congregational Church, Unitarian, on Union Park Street, built in 1862, the society dating from 1827. It was with the first church of this body that Edward Everett Hale was settled from 1856 to the close of his memorable life in 1913; The Church of the Unity, Unitarian, built their first edifice on West Newton Street, in 1860, three years after the organization of the society. Its pulpit was filled for the first thirteen years by George H. Hepworth, then by M. J. Schemerhorn, and finally by Minot J. Savage; The unique Church of the Immaculate Conception, Roman Catholic, under the auspices of the Jesuit Fathers, was erected in 1861, on Harrison Avenue. It is one of the finest stone churches in the city.

The Cathedral of the Holy Cross—The outstanding church in this section of the city, or in the Boston as a whole, is the Cathedral of the Holy Cross, probably the largest Catholic church in New England. It covers more than an acre of ground, and is built in the style of the early English Gothic, cruciform, with nave transept, aisle and clerestory; the latter supported by clustered metal pillars. The length of the structure in 364 feet, width at the transept, 170 feet; width of the nave and aisles, 90 feet; height, 120 feet. The entire interior is clear space except for the two rows of columns supporting the main roof. Quoting a description of the interior written some years ago, but in the main correct at the present time:

The arch separating the spacious front vestibule from the church is of bricks taken from the ruins of the Ursuline Convent on Mount Benedict in Somerville, which was burned by a mob on the night of August 11, 1834. The ceiling abounds in carved wood and tracery. The panels and the spandrels show three shades of oak, with an outer line of African wood. Every panel is ornamented with emblematic devices. The roof in the transept displays an immense cross in inlaid wood. On the ceilings of the chancel are painted angels typifying Faith, Hope, Charity, and other virtues, on a background of gold. The frescoing on the walls is very handsome. The rose-window, over the main entrance, is in design a fine specimen of art. The stained transept windows, each 40 by 20 feet in size, have designs representing the Exaltation of the Cross by the Emperor Heraclius, and the "miracle by which the True Cross was verified." The stained windows in the chancel, represent the Crucifixion, the Ascension, and the Nativity. These are memorial windows, gifts to the church. Twenty-four smaller windows of stained glass, in the clere-story of the transept and of the chancel, represent Biblical subjects. The sanctuary terminates in an octagonal apse. The high altar is formed of rich variegated marbles. On the Gospel side, stands the episcopal throne, the *cathedra* of the arch-bishop. On the right of the sanctuary, is the Chapel of the Blessed Virgin, containing a marble statute representing the Virgin. There are three other chapels—the Chapel of St. Joseph, the Chapel of St. Patrick, and the Chapel of the Blessed Sacrament. The large vestry is between the Chapel of the Blessed Sacrament and the sanctuary. The chantry, with a small organ, is over the vestry. The gallery of the Cathedral contains a Hook & Hastings organ of remarkable purity of tone and power. It has more than 5,000 pipes, 78 stops, 5 pneumatic knobs, and 12 combination pedals. The pews of the church seat 3,500

OLD NORTH CHURCH
In the heart of a great immigrant section of the city.

persons. The outward appearance of the Cathedral is somewhat sombre; but, is dignified and striking. There are two main towers in front, and a turret, all of unequal height, and all to be eventually surmounted by spires. The great tower on the southwest corner, with its spire, will be 300 feet high; and the small tower on the northwest corner, 200 feet high. The work of building the Cathedral was begun in 1867, when, on June 25, the corner-stone was laid. In 1873 the basement chapel was completed, and the first service in it was held on December 7. Two years later, the Cathedral was finished. It was dedicated December 8, 1875, the archbishop officiating, and Bishop Lynch, of Charleston, South Carolina, preaching the sermon. P. C. Kelley was the architect of the Cathedral.

Any attempt to carry further the mention, except merely to give the name of the places of worship and their locations, would be futile. There is appended to this chapter an enumeration of the church organizations, their pastors, and their location in the city. As already indicated, there are more than 366 such churches. The trend in building, like that of the population, is towards the outlying sections of Boston. Roxbury, particularly during the present century, has made a proportionate increase in the number of churches erected beyond any other one district of the municipality. Jamaica Plain, West Roxbury and Dorchester follow closely. In the older city, the Catholic and Jewish churches have made the chief gain, although the seventy Catholic churches are scattered over the whole area of Boston. The Bostonian, whatever his descent, is church going, and it matters not in what part of his city he may live, inviting places of worship are near at hand. Joseph Cook, in one of his lectures, remarked: "The first New England was a church; the second New England is to be a factory." This was in 1878, and his pictorial way of expressing the commercialism which he thought would overcome the religious impulses of the present generation, has much of truth in it. But making due allowance for the changed emphasis in religion underneath the commercialism of the Bostonian, there is a faith in God and a desire to be found in his house that has created a wealth of places of worship which in numbers, in beauty, and in fitness to their work, is equalled by few cities in the nation.

Congregational History—In an early chapter of this work (A Review of the Early Religious History) the story of the founding of many of the present day churches is told, and their history outlined as far as the early years of the last century. Since that time, the dominant religions of Boston have had their birth, and what were but feeble plants just breaking through the ground have matured and fruited. The Congregationalists, alone, had reached a commanding stature a century ago; all other denominations were but children or were yet to be. This Puritan church had been divided, however, and had come to be known

as Trinitarian Congregational and Unitarian Congregational. The Unitarians became the more numerous and remained so until about 1870; before the close of the century they had lapsed greatly in numbers and influence.

Taking the term Congregational to cover the Trinitarian section of the original church, it may be said of it that its development, aside from the Unitarian secession, was the normal development of a denomination in a city. The emphasis is upon the word "city," for the conditions in a metropolis are very different from the outlying towns because of the changing population and other similar factors. Churches are founded and their place of worship fixed, but the expansion of the city may soon bring about such a revolutionary change in the type of residents as to make the continuance of services in a given locality untenable. As may have been noticed, this was quite true of the South End, where churches were built only to have their membership move to another section of the city. The church mortality among the Congregationalists has been high, although probably not any more so than in other denominations. Then, too, it must be realized before the age of railroads, the city was the city and the country the country. Now, the real Boston is very largely outside of the municipal limits, this being particularly true of the Protestant faith. How great has been the drain from the inner city to the larger city in the establishment of religious societies cannot be estimated, so that any attempt to measure the growth of the Congregationalists, or any other denomination, by an enumeration of the churches now extant within the city limits, will be both inadequate and misleading. If all the Congregational churches founded in Boston were now alive, the number would be about double the thirty-four which is the present number. Half have either died, merged with other societies, or been transplanted in the surrounding towns and cities of the Greater Boston. All of which is all very natural, a condition inevitable in the progress and growth of a city.

The Trinitarian Congregational Churches—To place on record, and to give an illustration of the change factor in the development of churches, the following list of the Congregational Trinitarian churches in Boston is given. Only the names, the date of their foundation, and a note of the change made is given. Charlestown First Church, November 2, 1632. Old South, May 5, 1669. Dorchester Second Church, January 1, 1808. Park Street, February 27, 1809. Union (Essex Street) June 10, 1822. South Boston, Phillips, December 10, 1823. Green Street, December 30, 1823; united with the Garden Street Church to form the Messiah Church, July, 1844. Bowdoin Street, July 18, 1825; disbanded. Salem Street, September 1, 1827; united with the Mariners'

Church, December 2, 1866. Central (Berkeley), September 2, 1827. Brighton, September 13, 1827. Dorchester Village Church, March 11, 1829. Mariners' Church, January 20, 1830. Charlestown, Winthrop Church, January 9, 1833. Boston Highlands, Eliot Church, September 18, 1834. West Roxbury, South Evangelical Church, June 11, 1835. Central Church May 11, 1835. East Boston, Maverick Church, May 31, 1836. Free Church, Marlborough Chapel, 1836; lived but a few years. Garden Street, July 27, 1841; united with the Green Street Church to form the Messiah Church, July, 1844. Mount Vernon, June 1, 1842. Messiah Church, October, 1844; disbanded two years later. Church of the Pilgrims, July 1, 1844; soon extinct. South Boston, Payson Church, July 16, 1845; merged in the E Street Church in 1860. Shamut Church, November 20, 1845. Charlestown, Bethesda Church, June 10, 1847; merged in the Winthrop Church. Edwards Church, February 1, 1849; disbanded by advice of council in 1853. Jamaica Plain Central Church, September 29, 1853. Boston Highlands, Immanuel, Walnut Street (formerly Vine Street) Church, April 9, 1857. South Boston, Church of the Unity, October 14, 1857; merged in E Street Church, March 21, 1860. Neponset, Trinity Church, May 11, 1859. Springfield Street Church, January 4, 1860; nine years later it became Presbyterian. South Boston, E Street Church, March 21, 1860. Oak Place, June 21, 1860; united in 1864 with the Presbyterian Church in Beach Street, its pastor, Joseph Bixby, becoming the minister of the new organization. Chambers Street Church, December 4, 1861; united with the Mount Vernon Church. Dorchester, Pilgrim Church, November 2, 1862. Salem and Mariners, December 2, 1862; disbanded November 21, 1879. Boston Highlands, Highland Church, March 9, 1869. Boston Highlands, Walnut Street Church, December 19, 1870; now united with Immanuel. Boston Highlands, Church of the Hollanders, February 20, 1873. Jamaica Plain, February 4, 1879.

This is a list of the churches founded a half a century or more ago, and it is interesting to note that only the Winthrop Church of Charlestown, the Shawmut, E Street and Olivet churches are to be found among the missing today, and two of these have but merged with others. Of the additional churches, the most of which have been organized within the last quarter century, a number were established because of the necessity of providing religious services among folk who have come to Boston from some foreign land. Among these are Faneuil of Brighton, the French Evangelical, Norwegian Evangelical Free Church, of Roxbury, and Swedish on Hampshire Street. Others not already mentioned are, the Allston, Baker, Central of Dorchester, Clarendon, and First of Hyde Park, Harvard and Romsey of Dorchester, Roslindale and St. Marks.

The Rise of Unitarianism—By some it is considered strange that so broad-minded a faith came out of the Puritan church as Unitarianism. The so-called bigotry of the early fathers, their intolerance seem to preclude any possible liberality of ideas. It is often said, "that the Puritans came to Massachusetts to secure religious liberty for themselves and denied it to others." But the statement shows a complete misunderstanding of them and their motives, if it is applied to doctrine. The Colonial churches were Calvinistic in faith, and they did punish severely infringements of this faith. But when the Puritans broke with their mother religion and came to this country, it was with the purpose of setting up a theocracy where the church and the State were one, and this unity guided and ruled by the private interpretation of the Bible. "They bound themselves together by Covenants and not by creeds" and the seeds of liberalism were planted which afterwards bore fruit in Unitarianism. "They were to walk together according to the rule of the gospel, but each was left free to interpret that rule for himself." A "Confession of Faith" was drafted in Boston, in 1680, by delegates of the five New England Colonies but this creed could not, and was not, imposed on any church; each organization accepted such parts as pleased them and incorporated these sections in their covenants. It was a rule of life rather than of belief that was sought by the Puritans. The severities practiced against such individuals as Anne Hutchinson and Roger Williams, the persecution of certain churches, and even the witchcraft proceedings, all grew out of a desire to preserve a religious state, rather than to save a religious faith.

"Before the Revolution there was more fear for the secularizing of church life than for doctrinal heresy. With the advent of the Royal Governors, there were new distinctions of rank and an increased circulation of English books. . . . . " Great freedom of opinion in the churches came about partly owing to the form of their covenants and partly to the fact that political questions were so much more vital and absorbing than theological ones, particularly as events and feelings strengthened for the impending revolution. Such discussion as there was turned largely upon the Atonement and not upon the Trinity. It was said that just before the Revolution, it might be said that every man of wide and strong influence in public life, with the exception of Samuel Adams, "last of the Puritans," from Benjamin Franklin, the friend of Lindsley and of Priestley, to Thomas Jefferson, was a confirmed dis-believer in the Puritan Theology." The Revolutionary period was not only one of religious dormancy, the churches going back rather than holding their own, but one in which "free thought" came to the fore, and ir-religion became rife. The contacts with the French and

other nationalities, both in the Canadian conflicts and in the commercial connections abroad, had a liberalizing influence.

Jonathan Mayhew and the West Church—The earliest signs of dissent from the normal Calvinistic faith of the Congregational churches in Boston were seen in connection with the settlement of Rev. Jonathan Mayhew as pastor of the West Church in 1747. He was a man of genius and influence, the most effective champion of liberalism in his day. He made open confession of his departure from Orthodoxy both in the pulpit and press, and as a result was regarded as a "heretic" and was refused the support of the Boston ministry at his ordination. This early "champion of Unitarianism" died in 1766 before he could unite the liberal forces in the Congregational churches. It was not until 1785 that an openly avowed Unitarian Church was established in the town, this being the historic King's Chapel, which had been the home of the first Episcopal organization in New England. Mr. James Freeman was the pastor of this church, and was denied recognition by the Episcopacy and the most of the Congregationalists; nevertheless, the pulpits of churches of Boston were nearly all filled by those who were Arminian in faith (the title Unitarian being of later application) and it is to be supposed, preached to societies that were Unitarian in belief. It is said that only one of the nine ministers of the Congregationalists was orthodox, and but one in twenty in Plymouth county. There was no break with the Congregational order, as yet, possibly because the Bostonians were not inclined to ally themselves, even in name, with the English Unitarians, and the advantages of connection with an established church were too many to be thrown aside.

An uneasy neutrality was maintained through this early period. There were differences of opinion, but they were not emphasized. Ministers of both parties exchanged pulpits, sat together on church councils and united in ordinations and other public services. The first hint of a break in these conditions came, in 1808, when Henry Ware was appointed the Hollis Professor of Divinity at Harvard College. He was one of the leading Unitarians, and his appointment was followed by four others within the next two years that made Harvard the center of Unitarianism in America. There can be little doubt that these appointments led to the founding of Andover Theological Seminary, and the establishment of the Park Street Church—"the former destined to furnish earnest antagonists of the Boston Unitarianism; the latter designed to check its ascendency and to counteract its influence." Pulpit exchanges were practically done away with after 1819, and had been limited for many years.

The "Boston Religion"—Quoting from a sketch by Katherine Gibbs Allen in "Some Historic Churches of Boston:"

Two sharp shocks now broke the uneasy truce so studiously kept. The first was the publication of Belsham's "Life of Lindsey," which in its chapter on "American Unitarianism" gave correspondence between New England liberals and English Unitarians, showing a much closer alliance between the two movements than had been admitted. The liberals were now compelled to take the name Unitarian. Which they did with reluctance, but the immediate effect of this step was to awaken in them a sense of courage and of strength.

The second was the decision rendered by the Supreme Court of Massachusetts in 1820, that "when the majority of the members of a Congregational church shall separate from the majority of the parish, the members who remain, although a minority, constitute the church in such parish, and retain the rights and property belonging thereto." This decision was bitterly resented for it seemed to lend the hand of the law to help the liberal party.

The general results of this period are best given in the words of Lyman Beecher, who came to Park Street Church in 1823 to strengthen the cause of orthodoxy. He writes: "All the literary men of Massachusetts were Unitarian; all the trustees and professors of Harvard College were Unitarian; all the elite of wealth and fashion crowded Unitarian Church; all the judges on the bench were Unitarians, giving decisions by which the peculiar features of church organization so carefully ordered by the Pilgrim Fathers had been nullified, and all the power had passed into the hands of the congregation."

At the installation of Jared Sparks in Baltimore in 1819, Channing preached his epoch-making sermon which clarified the Unitarian position and showed them exactly where they stood. He dealt with the unreason of the Trinity, the confusion of Christ's double nature, the conflict of justice and mercy in the Divine nature, the moral enormity of the Atonement, and the true nature of salvation as being a moral or spiritual condition of the soul. It gave no positive doctrine. The great impression it made was not on account of its argument but on account of its positive and aggressive tone and its total lack of apology. Thenceforth it became the keynote for Unitarianism.

From this time on, the break between Unitarian and Trinitarian was gradually widening. The orthodox position was greatly strengthened by the coming of Lyman Beecher to "Brimstone Corner" and by the years of orthodox revival which followed. But the Unitarians were well satisfied with the undisputed social and political ascendency they possessed and which was so well described by Dr. Beecher.

Channing's theology was not doctrinal, but rather a law of life making character a fundamental requirement. It had a particular appeal for the best minds of New England and those who embraced it made a group which was and is the glory of Boston. The names of Adams, Quincy, Bigelow, Shaw, Lowell, Prescott, Holmes, Howe, Longfellow, Mann, Dix, and Tuckerman are names of which our church is justly proud. They show perhaps, says Mr. Allen, not so much the power of the Unitarian faith as the soil and atmosphere in which it thrived.

In 1832, when the heat of the first controversy was dying out, came the first open break with the old congregational order. Ralph Waldo Emerson, who had been three years pastor of the Second Church, resigned his charge on the refusal of the church to discontinue the Communion Service or to radically change it. In his farewell sermon, he showed that he did not object to the service as a service, but that he did object to its being considered a sacrament and that he did object to its customary form. This address was a shock even to many Unitarians to whom the service was precious and by whom it was accepted without question. Six years later, he delivered the most celebrated and influ-

ential of all his public discourses to the graduating class of the Harvard Divinity School. "This," says Joseph Henry Allen, "was the frankest challenge ever yet thrown down to the traditional views of the Divine Nature, Jesus, Christianity, or the office of the church; and it proved the melodious, effective prelude to a conflict of opinion that has far more deeply than any other stirred the current of religious thought."

Controversy was now in the air and a great discussion began, largely in print. This, though open to the public, was mostly to scholars, critics, and students of theology. But in 1841, at another ordination, that of the Rev. Charles C. Shackford, of South Boston, Theodore Parker preached another epoch-making sermon when he preached on "The Transient and Permanent in Christianity." This brought the most radical questions of critical theology directly before the popular mind, and appealed them to popular judgment, and withal, confidently and religiously. The miracles of Jesus were brought to the level of an ordinary magician's and his virgin birth was so compared to that of Hercules, son of Jove.

The effect of this address was an immediate rending of the ranks of Unitarians themselves. "Now we have a Unitarian orthodoxy," was Channing's comment in anticipation of the debate which followed.

To the work of tearing down the supernatural and of preaching "pure religion," as he saw it, Theodore Parker gave the next fifteen years of his life and even that life itself. The angry prejudice aroused by his frank and sometimes needless affronts pushed him into a prominence and influence that no denominational boundaries could permit. Channing was in doubt whether to call Parker a Christian, though he esteemed him as a friend.

The great upheaval within Unitarianism itself, which Parker brought about, did not, as was expected, divide the body, but it did cause the withdrawal of many younger and brighter minds and it weakened the unity and consequent strength of the body. It freed Unitarianism forever, however, from bondage to old ideas and traditions.

With the death of Parker, the dramatic and picturesque in the history of Unitarianism in New England passes.

A great change in Unitarian thought was brought about by the study of the writings of Darwin and Spencer and by the philosophical writings of Frederick Henry Hedge.

But Unitarianism has always been a movement towards a larger intellectual and religious life, free from all restraints imposed upon it by doctrinal systems, and many of its followers have been unwilling to press its acceptance upon others. So it has come about that this work has often been done by those who have come to it in maturity and from other communions. These have felt, more than those to whom it was a birthright, the value of a freedom purchased sometimes at a great price.

Speaking of present-day Unitarianism, Rev. O. B. Frothingham says: "The new Unitarianism is neither sentimental nor transcendental nor traditional. It calls itself Unitarian simply because that name suggests freedom and breadth and progress and elasticity and joy. Another name might do as well, perhaps be more accurately descriptive. But no other would be so impressive, or on the whole so honorable."

Present Status of Unitarian Churches—The Unitarian churches in Boston have but little more than half of the numerical strength of fifty years ago, but are still numerous and prosperous. The growth of the denomination was checked somewhat by the various controversies in which parties have engaged, by the absence of authoritative standards of orthodoxy, and by the wide divergence of the opinions held by its pastorate. "Whether such a standard is in itself desirable, or whether

greater unanimity of belief is attainable without a sacrifice of independent thought, it is not the province of history to determine or consider." There were, in 1927, seventeen Congregational Unitarian churches in Boston, with headquarters at 16 Beacon Street. Nearly all of these are of ancient origin and historic in character. Several are combinations of two or more societies; some are churches organized to care for part of a congregation that came from one of the churches crowded out of its early location by the change in the type of residents. A few are churches founded in sections of the city of recent development residentially. Much of the history of the earlier founded churches can be found in Chapter III of this work.

The present seventeen Unitarian churches with the dates of their establishment follows. The date of the founding of the Arlington Street, better known as the Federal Street Church, is variously given as 1727, 1729, and 1739. It was started by a group of Scotch-Irish Presbyterians, and became Congregational in 1786. William Ellery Channing, called to the pastorate of this church influenced its change to the Unitarian polity in 1803. Bulfinch Place Church was established in 1826, through the efforts of Doctor Joseph Tuckerman, the founder of the Ministry at Large. In addition to the remarkable work of Doctor Tuckerman, it is noteworthy that for the last eighty years, the pastorate has been in the hands of two men, the Reverend Samuel H. Winkley from 1846 to 1896, and the present pastor, Christopher P. Eliot, since then.

The First Church in Boston, founded in 1630, needs no further word here. The First in Roxbury, dates but a few months after the First in Boston, but in the next year, 1631. It is the pride of its members that for nearly three centuries, services of worship have been maintained in this one spot. The present ancient edifice on Eliot Square is thought by many to be the finest type of Puritan meetinghouse now left in New England. The First Church in Dorchester antedates the founding of Boston slightly, although the date of its establishment is given as 1630. The Third Church in Dorchester was organized in 1813; Christ Church of Dorchester is of recent origin. King's Chapel dates from 1689 as Episcopal, and from 1749 as Unitarian. The Second Church in Boston, was founded in 1640.

The First Parish of West Roxbury, an offshoot of the First in Roxbury, was formally set up in 1712, and is best known as Theodore Parker's Church. The First Church in Brighton was founded in 1730, its first settled pastor coming in 1783. The Hawes Unitarian Congregational Church of South Boston is the successor of two bearing almost the same name, the earliest dating from 1819. The Unitarian Church of Our Father, in East Boston succeeded a church of 1845.

In 1841, James Freeman Clarke wrote to his sister, "I agree with those who think it a good time to form a new congregation in Boston." The Church of the Disciples was the result, in the same year, of his conviction. The newly organized church after meeting in various places, eventually secured the Freeman Place Chapel on Beacon Hill in 1843. This was sold while Mr. Clarke was ill, and the society had no regular church edifice until 1855, when it purchased the Indiana Place Chapel in 1855. The next removal was to West Brookline Street, 1868, where Mr. Clarke preached the remaining nineteen years of his life. The last service in Brookline Street was held June 25, 1905, removal then being made to the present Peterborough Street building, which was dedicated on November 19, 1905.

Unitarian Organizations—Unitarianism although called the "Boston Religion," and having made its greatest expansion in the city, is far larger than a local organization. Its headquarters always have been in Boston, both for missionary and other activities. The American Unitarian Association was founded in 1825 and incorporated in 1847; its field of work is the country at large. The Unitarian Sunday School Society, instituted in 1827, and reorganized in 1854, is what its name implies. The Sunday school publications of the denomination are edited and published in Boston. The Ministerial Conference was established in 1819; the Ministerial Union, organized in 1864, had for its purpose the promotion of "ministerial fellowship, to welcome and assist those entering the liberal ministry, and to protect the profession and parishes from incompetent and unworthy men, and to assist in the diffusion of knowledge." The Society for the Promotion of Christian Knowledge, Piety and Charity was incorporated in 1805; the Massachusetts Missionary Society was instituted in 1806 to aid feeble parishes in supporting preaching; and the Society for the Promotion of Theological Education was formed in 1831; and the Society for the Relief of Aged and Destitute Clergymen was formed in 1848 and incorporated in 1850. All these, as may be seen, were established in the period when the Unitarian Church was under fire, and were means provided for self-protection as well as for the carrying on of the warfare, if such a word may be used, into the enemy's country. They played their parts, and some have passed from the stage.

Other of the many organizations of the church are: The Fraternity of the Churches of Boston, organized in 1834 and incorporated in 1839; the Children's Mission to the Children of the Destitute in the City of Boston, instituted in 1849, and incorporated in 1864; the Industrial School for Girls, Dorchester District, organized in 1853 and incorporated the next year; Temporary Home for the Destitute, established in 1847 and incorporated in 1852; the Home for Aged Colored Women, founded

in 1860. The most of these groups well illustrate the charitable interests of the Unitarians which have always been many and notable.

Worthy of more than a small paragraph, is the "Christian Register," the principal paper—the organ of the denomination—which has a history covering more than a century. It was, in order of time, the fourth religious newspaper to be established in the city, being founded in 1821 by David Reed, who continued its publication until 1865, when it passed into the hands of a corporation known as the Christian Register Association. It has had the editorial services of men of distinguished reputation, and from the first, its columns were enriched by contributions from eminent clergymen and laymen of the Unitarian Church. Mr. Reed had the advice and coöperation of such men as William Ellery Channing, Henry Ware, Jr., and Professor Andrews Norton. A rather unique fact in connection with the "Register" is that it was probably the first religious newspaper in the world which used the telegraph for the transmission of news and reports of meetings. The "Christian Register" is but one of many publications which have been issued by the Unitarian press. One can go back to 1804, if one pleases, and find the Unitarian "Monthly Anthology," a literary and theological magazine put out by the younger scholars and divines of the denomination. After eight years, this was succeeded by the "General Repository and Review." In 1813, Noah Webster began the editorship of the "Christian Disciple" which in 1824 was virtually merged into the "Christian Examiner," and for forty-five years was issued by a noteworthy succession of brilliant editors. Its place was taken, in part, by the "Unitarian Review."

The Baptist Churches—The leading Protestant denomination, numerically, is the Baptist, and, next after the Puritan Church, it is the oldest, the First Baptist Church having been founded in 1665. The second was established in 1743, but in spite of the earliness of organization, the Baptists were weak in numbers and influence after a century and a quarter. In 1784, there were but 201 professing Baptists in Boston and no third church was formed until the next century. The reasons for this lack of growth have been hinted in a preceding chapter. It is enough to state here in the words of another, "the soil was preoccupied; that legislation was adverse to the introduction of progress of Baptist principles; and that there was a strong public sentiment in opposition to any religious beliefs of organizations differing from those of the 'standing order.'" The impression left by the mention of figures of 1784, must be influenced by the statement that in 1795, the Baptists in Boston had more than doubled in number (425). In 1801, the First Baptist Church of Charlestown was established; in 1805, the Independent; in 1807 the Charles Street, or Third; and in 1817 were organized the First Cambridge and the Arlington.

For a period extending over nearly a century, there was organized in Boston or the near suburbs, an average of a church every other year. There have been casualties among these organizations, but the mortality has been relatively small when conditions brought about by the city's growth are considered. The names of the Baptist churches and the dates of their establishment which have an organization formed in the last century are: Dudley Street, Roxbury, 1821; Clarendon Street, 1827; Second Cambridge, 1827; Brookline, 1828; South Baptist, South Boston, 1828; North Baptist (disbanded in 1840), 1835; First Chelsea, 1836; Neponset Avenue, Dorchester, 1837; Harvard Street, 1839; Tremont Street, 1839; Bowdoin Square, 1840; Jamaica Plain, 1842; Old Cambridge, 1844; Union Church, 1844; High Street, Charlestown (disbanded in 1863) 1844; Central Square, East Boston, 1844; Stoughton Street, Dorchester, 1845; Tremont Street, Roxbury, (disbanded in 1866), 1845; Twelfth, 1848; First Mariners', 1851; Bunker Hill, Charlestown, 1851; Brighton Avenue, Allston, 1853; North Cambridge, 1854; Shawmut Avenue (united with the First), in 1856; Fourth Street, South Boston, 1858; Cary Avenue, Chelsea, 1859; Union Temple (including the Union Church and the Tremont Street), 1863; Broadway, Cambridge, 1865; Dearborn Street, Roxbury, 1870; Ruggles Street, 1870; Ebenezer, 1871; Winthrop, 1871; Tabernacle, Roxbury (disbanded in 1877), 1873; Roslindale, 1874; Charles River, Cambridge, 1876; Day Star, 1876; Revere, 1877; Trinity, East Boston, 1878; and the First German, 1879.

Even as early as 1780, there was an Association of the Baptist churches, although at this time the Boston congregations were joined with the Warren, Rhode Island, body, itself founded in 1767. In 1812, twenty-four churches joined to form the Boston Association, but of these, the most were outside the city. As the number of churches increased, many associations were formed out of the original body, until in 1848, the North and South Baptist Associations were formed, with the dividing line running through the center of the city. These two as far back as 1880, and covering only the country within a radius of eight or nine miles from Boston, included seventy-nine churches with an aggregate membership of 19,000 members. While the marvelous growth of that period has not been kept up, the fact that the Baptists have come from one of the least of the denominations in the city, to the one having the largest number of churches among the Protestants, indicates that the denomination has never lagged in its progress.

The growth of the Baptists has not simply been along numerical lines; a corresponding expansion has marked its career in other phases of religious activities. Previous to 1800, the American Baptists had done little to spread the knowledge of Christianity beyond their own

borders, in which respect they were like all other sects. In 1810, the American Board of Commissioners for Foreign Mission, the first and largest of the American Missionary Societies, was formed. It is not necessary to go into the changes both in name and activity, inspired by Adoniram Judson, Jr., the first formally appointed missionary of the society. In 1826, what was now the Missionary Convention transferred its headquarters from Philadelphia to Boston, and here, under the better known name, "The American Baptist Missionary Union," it served as one of the great missionary forces in the denomination.

Almost as notable an interest of Boston Baptists, was that taken in the theological education of her ministers at quite an early date. Theological education seems to have taken a strong hold on all denominations in the early years of the last century, not only those of New England but all over the United States, as then constituted. Andover Theological Seminary was formed in 1808; the Dutch Reformed Seminary at New Brunswick, New Jersey, 1810; Princeton Theological Seminary, 1812; and the Bangor Theological Seminary, in Maine, 1814. In this latter year, 1814, the Baptists caught the spirit of the time, and manifested it by forming the Massachusetts Baptist Educational Society, having for its object the preparation of a ministry qualified for its great work. Out of the educational movement of this year came first the "Maine Literary and Theological Institution," started at Waterville, Maine, in 1817. This was later called Waterville College, and still later, Colby University, in honor of Gardner Colby, a wealthy Boston merchant.

The second result of the educational movement was the founding of the Newton Theological Institution, a few miles outside the limits of Boston. This is not, and never has been, solely a Boston institution, nor does it belong to the State. But it was born in Boston, its originators came from the city, and the support, particularly during the early years, came from Boston folk.

Turning again to the Baptist churches in Boston, there is one that can well have attention directed to it without the suggestion of comparison between the different societies in the city. Tremont Temple was an enterprise of more than local interest, for it set up a model after which many other churches were patterned. It was a modest attempt, begun in 1839 to establish a church in Boston where "all persons whether rich or poor, without distinction of color of condition" might worship. The suggestion came from Timothy Gilbert, a reformer, one identified with the antislavery movement, who found in Reverend Nathaniel Colver, the sort of a man who could put the idea through. After meeting in various places, nearly all of which were on or near Tremont Street,

the church society which had been formed in connection with the movement, purchased the Tremont Theatre in 1843. This was refitted to serve for religious worship, the total cost of the purchase and fittings amounting to nearly ninety thousand dollars. Before the indebtedness that burdened the new church could be paid, in 1852 the entire building burned. The building was replaced the next year, it being necessary to incorporate a society to care for so valuable a holding; this was the Evangelical Baptist Benevolent and Missionary Society (1857). The Tremont Temple, in addition to housing the "free" church and providing one of the largest auditoriums in the city for religious meetings at that time, also became the headquarters for the various denominational societies throughout Boston. But the temple was burned again in 1879, yet was again rebuilt on even a larger and more complete scale than before its destruction.

The Episcopal Church—The introduction of the Episcopal Church in Boston met with formidable resistance from the Puritans, and the manner of its establishment greatly incensed the colony. This was due to no fault of the church; any and all were unwelcome to the people who desired to possess the land solely for themselves and those who believed as they did. It was unfortunate that the first of the Episcopal churches was set up in connection with so hated a man as Andros, and with what was almost a show of force. But no new faith could have been established without a disruption of the peace of the intolerant Puritans. The early history of the Episcopal denomination has already been reviewed (Chap. III) and there is need simply to connect the organizations of the colonial times with the many and splendid societies and churches of the present.

The first Episcopal church, King's Chapel, dating from 1686, became the first Unitarian society. The two others, Christ, founded in 1723; and Trinity, founded in 1728, all but succumbed during the Revolution, so that the real start of the Episcopal church, both in Boston and the Nation, was not until after the formation of the United States, and the Episcopacy had to be reorganized on another basis than as the Established Church of England. This condition was met in 1787, or perhaps the meeting of seven clergymen of Massachusetts and Rhode Island in 1784, may be said to mark the founding of the New England church. The reorganization was sufficiently complete by May 7, 1797, for the Reverend Doctor Edward Bass, of Newburyport, to be made the Bishop of the Diocese of Massachusetts, and the Boston churches to become the subjects of his Episcopal care. Some time after the Episcopal churches in Rhode Island, and subsequently those in New Hampshire, placed themselves under the jurisdiction of the Bishop. In the first year of

the new century, a convention of the diocese met in Boston; five clergymen, of whom one was the bishop, and six laymen, made up the whole assembly.

Starting with 1800, there are but two Episcopal churches left in Boston, and these two had a combined membership of only 210 as late as 1812, this being quite an advance over the number with which the diocese had started. The two churches alone represented the Episcopalians in the town until 1816, when St. Matthew's Church in South Boston was organized. This society met in a schoolhouse with its services conducted principally by lay readers. But two years later, a meeting place was built and dedicated by Bishop Alexander Viets Griswold who had succeeded Bishop Bass after the latter's death in 1804. In 1819, another new parish appeared, one formed mainly out of the Trinity congregation. This was St. Paul's, on Tremont Street, the edifice being consecrated June 3, 1820. St. Paul's Church was a notable addition to the episcopacy in Boston, and the building was one of the finest ecclesiastical structures in the city, or what was two years later to become the city of Boston.

It was a full decade before another Episcopal church, the fifth, was to be founded: Grace Church, which built a stone church on Temple Place in 1836. This society had been struggling into life since 1829 or 1830, becoming an organized parish in the latter mentioned year. Grace Church grew for a number of years, but after the death of its pastor, Rev. Dr. Charles Mason in 1862, who had been the rector since 1843, the congregation drifted away until, in 1865, the organization was dissolved and the church building sold to the Methodists, then situated in North Russell Street.

In Roxbury, a movement toward the formation of an Episcopal Society had started as early as 1832, which occupied its first permanent place of worship in St. James Street in 1834. The next in order was the Church of the Messiah, on Florence Street, formed in September, 1843. It was one of the first of all churches to move to the South End district, then the newest fashionable section of Boston. The church building was consecrated by Bishop Eastburn in 1848. Then St. Stephen's Church, a free church for the poor, was established on Purchase Street, in 1845, by Rev. Dr. E. M. P. Wells. It was endowed and the expenses of its building borne by William Appleton. It was destroyed by the fire of 1872. Mr. Wells was later in charge of the House of Reformation Chapel at South Boston. He is worthy of more than passing notice, for he ushered in a new phase of the activities of the Episcopal church in Boston. Prior to the advent of Dr. Wells, the Episcopacy had been an organization of the wealthy and influential, but now there was a branching out in an endeavor to reach the masses. Mission schools were established on Bos-

ton Neck, and in South Boston, and there was a Free Church in the city. The movement was neither strong nor lasting but it gave promise of the spirit of charity which now characterizes the Episcopal church in the city.

There was a marked growth at this period of churches in the outlying sections of Boston. In Charlestown, a few of the faith met in the Congregational meetinghouse and organized an Episcopal parish, known as St. John's; the cornerstone of a place of worship for the new parish was laid in 1841, and the church completed the next year. The Jamaica Plain chapel was as yet a mission of St. James' in Roxbury, but in 1849 St. Mary's was formed to accommodate the growing congregation. St. John's Church in East Boston grew out of an organization of 1825, which did not complete a church building until 1851. A gale destroyed it before it could be consecrated, but the parish began a new structure the next year into which it moved in 1854.

The Tractarian Movement—We are getting somewhat ahead of our story, however, for the founding of the Church of the Advent on December 1, 1844, ushered in the first of the organizations based on a new school of thought in the Episcopal denomination. The so-called Tractarian movement of this day derived its title from a series of tracts issued from Oxford, England, in 1833, devoted to the elucidation of the Puseyite ideas which caused so much strife in the established church of that country. The leaders, Dr. Pusey and John Henry Newman, were men of such brilliancy of intellect as to draw to themselves many of the ablest of the younger Englishmen. "The points which its theology magnified," wrote Phillips Brooks, "were the Apostolic succession of the ministry, baptismal regeneration, the eucharistic sacrifice, and the church traditions as a rule of faith." Bishop Brooks wrote further: "This great movement—this Catholic Revival, as its earnest disciples love to call it—was most natural. It was the protest and the self-assertion of a partly neglected side of religious life; it was the reaction against some of the dominant forms of religious thought which had become narrow and exclusive; it was the effort of the church to complete the whole sphere of her life; it was the expression of certain perpetual and eradicable tendencies of the human soul. No wonder, therefore, that it was powerful. It made the most enthusiastic devotees; it organized new forms of life; it created a new literature; it found its way into the halls of legislation; it changed the aspect of whole regions of education. No wonder, also, that in a place so free-minded and devout as Boston, each one of the permanent tendencies of religious thought and expression should sooner or later seek admission."

The Church of the Advent was the first representative of the new thought in Boston, and secured the former Congregational church building at Crescent Place, in 1847, moving to Bowdoin Street in 1864, and to

Mount Vernon Street in 1881. The feature of the church made prominent by its founders was that it should be free. This combined with frequent services, daily public recitations of prayer, increased attention to the details of worship, all combined to distinguish it from the other parishes. Its work was extended among the poor, and mission labors began early in its activities. Official recognition of the church was delayed until 1856 when it was again visited by the bishop of the diocese. In 1870, the parish passed into the hands of an English society of mission priests known as the Brotherhood of St. John the Evangelist.

A New Epoch Begins—With the year 1860, a new epoch in the history of the Episcopal church was begun. This was due to physical conditions rather than spiritual, although the Tractarian movement had broken down the fixed character of theological thought and opened the way to loftier ideals and broader methods in the church as a whole. The Tractarians settled down to a ritualistic stage, but a larger visioned theology and ethics inspired the majority. The outbreak of the Civil War turned the attention of the citizens to the immediate needs of the present, and it was far from being a period for religious expansion. The new Back Bay section that was being developed called for the formation of churches within its limits, or the removal of societies there whose congregations were moving to this prospective fashionable quarter.

The first of the organizations to plan for a home in Back Bay was what was to be called Emmanuel Church, formed on March 17, 1860. The parish worshipped in Mechanics Hall until the edifice west of the Public Gardens was consecrated in 1862. Rev. Frederick D. Huntington, afterwards Plummer Professor of Christian Morals to the Harvard University, was the first rector. Under his ministry Emmanuel soon became a strong parish, and a missionary one, and the present Church of the Good Shepherd on Cortes Street was founded by this congregation as a mission in 1863.

To the average man, the Emmanuel Church is best known from the movement started by the present rector, Rev. Ellwood Worcester, D. D., known as the "Emmanuel Movement." It was in 1906 when the Doctor began to expound the relation of psychotherapy to religion, and the service which properly trained clergymen, working with medical men, can render in curing certain forms of disease. His exposition of the new scientific knowledge, together with the reports of the clinics held in the church, gave rise to the movement which bore the name of the rector's church. For a time it inspired an interest that was international in its scope.

Phillips Brooks and Trinity Church—In 1861, St. James Church, Roxbury, established the mission chapel which in 1871 became the St. John's

INTERIOR, OLD SOUTH CHURCH

Church of Tremont Street. In 1867 St. Mary's Church in Dorchester began a mission which grew into the parish known as All Saints. In 1869, the Rev. Phillips Brooks became the minister of Trinity Church. Phillips Brooks was one of the most famous preachers in the Protestant Episcopal denomination, as beloved of his parishioners as he was esteemed by the community. The present Trinity Church building is a fitting memorial to this great man of Boston. Rev. B. B. Killikelly founded, in 1875, the Free Chapel of the Evangelists, which is now St. Andrew's. During that same year a mission was organized at City Point by the Rev. John Wright, rector of St. Matthew's, and two years prior to this, 1873, the Church of the Redeemer had its birth as Grace Chapel, under the Board of City Missions. It had been a period of great growth and activity; the churches had multiplied as never before. Meanwhile, Grace Church ceased to exist, its building on Temple Street being sold to the North Russell Street Methodist congregation. The great fire of 1872 destroyed two Episcopal places of worship, Trinity and St. Stephen's Chapel. Trinity moved to Huntington Avenue, where the present splendid structure was consecrated on February 9, 1877. The St. Stephen's name is now borne by the church on Shawmut Avenue.

The changes that have taken place in the polity and work of the Episcopal churches of the city have been as great as in their theology and practices from the days of King's Chapel. The buildings are merely beautiful "places of worship for little groups which have combined to build them, preserving carefully the chartered privileges of their parishioners. They have aspired to become the religious homes of the community and centers of religious work for the help of all kinds of suffering and needy. Most of the churches are free, opening their pews without discrimination to all who choose to come. Those not technically free, are eager to welcome the people. It would be interesting to trace the causes which have both drawn and driven the churches of all denominations to this effort after the larger fellowship with the people. In the case of the Episcopal Church in Boston, it is specially significant, as indicating that she is no longer a stranger in the land." This is a quotation from Phillips Brooks and is even more true of the church in the city of today, for it is one of the strongest of the Protestant denominations in the city. The names and the locations and the pastors of the Episcopal churches in the city proper are given at the end of this chapter. The present headquarters of the denomination is at No. 1 Joy Street; Rt. Rev. Charles L. Slattery, D. D., having succeeded Rt. Rev. William Lawrence, D. D., as Bishop of Massachusetts.

Besides the parish life of the denomination in Boston, which includes many missions under parochial control, there are a number of institutions

that have been established at various times, such as the Church Home for Orphans and Destitute Children, at South Boston, founded in 1855; St. Luke's Home for Convalescents, in the Roxbury district; and others of more recent origin. The Divinity School at Cambridge, while in no sense a local organization, was established through the efforts of Bostonians, and for some years was directed by the local church. It was founded in 1867 after several ineffectual starts, through the beneficence of Benjamin Tyler Reed. Since then other liberal givers have come to its aid until it has become one of the best equipped and most efficient theological schools in the country. Although not a part of Harvard University, it is closely affiliated with it.

Methodist Denomination—In the chapter reviewing the religions of Boston, the story of the Methodist denomination has been carried through the experimental stage following the Revolution until well after the War of 1812, when the church had become firmly established. As was brought out then, the Methodist church in Boston was almost coeval with the movement in general, and even if the first organization did not survive the years, it nevertheless was formed very early, 1772, and was an evidence of the missionary spirit that has always characterized the denomination. The corner stone of the first Methodist church was laid by Jesse Lee on August 28, 1795. Jesse Lee, "a scion of an old Virginia family, early trained in the Episcopal church, a zealous convert to Wesleyanism, had founded societies from Florida to New Brunswick. At the age of thirty-one, he was commissioned to establish on the soil of the Puritans the Methodist Episcopal church—the first religious body which had a national organization in the United States." He was not, however, the first Methodist to preach in Boston, for Charles Wesley, landing unexpectedly because of an unseaworthy ship, while on his way to Georgia, spoke in King's Chapel in the autumn of 1736. Four years later came the great Whitefield, then in full accord with the Wesleys, who addressed tremendous throngs on the Common. He instituted one of the great revivals of the time. In 1772, Rev. Richard Boardman, one of the first to be sent out by the Wesleys to establish congregations, founded the first Methodist society in Boston. Lacking ministerial care, it did not last long. Neither were the later preaching of Rev. Richard Black in 1784, of Rev. Freeborn Garretson in 1787, more permanent in effect. Not until the coming of Jesse Lee, giant in endurance, and orator par excellence, was the establishment of the Methodist church in Boston accomplished.

Jesse Lee—Although he, too, addressed great throngs, little is known concerning him. One of the pictures of his manner of speech, as he addressed three thousand souls one summer day in 1790 is given by Ware

in his memoirs. "When he entered upon the subject matter of his text," says he, "it was with such an easy natural flow of expression and in such a tone of voice that I could not refrain from weeping; and many others were affected in the same way. When he was done, and we had an opportunity of expressing our views to each other, it was agreed that such a man had not visited New England since the days of Whitefield. I heard him again, and thought I could follow him to the ends of the earth." It was not his eloquence that brought about the establishment of Methodism in the town, for as with Whitefield, although many listened and professed conversion, there was little of what could be called a movement toward the founding of a church. Even Lee's efforts were not successful in more than giving a coherence to a few scattering souls that had its focus in a "class"; and this class had the fostering care of several preachers before it was strong enough to start the building of a place of worship. But the conditions were such in the religious circles of Boston, that the time was at hand when a religion with the warmth, adaptability, and life of Methodism would be acceptable. When once it was understood, and prejudice had given way to tolerance and interest, the Methodist Episcopal church expanded in a manner not surpassed by any other Protestant denomination in Boston.

Early Methodist Churches—All this came after the founding of a second church and the removal of the first to a more favorable location. The first was situated in "Ingraham's Yard," subsequently called Methodist Alley, and now Hanover Street. The meetinghouse was a small plain structure, thirty-six by forty-six feet, rough without and unfinished within, and its society was heavily burdened with the debt incurred in its building. It was a splendid influence for good in the North End, but it suffered greatly from petty persecutions. In 1828, a new and more worthy edifice was constructed on North Bennet Street, dedicated September 28; the old house was transferred to the Boston Port Society, becoming the first Seaman's Bethel. The First Church has been the mother of many other organizations in Boston and the surrounding places.

The First had grown in membership to more than two hundred and fifty by 1806, and resolved on the creation of a chapel in another part of the town. This was the Bromfield Street church started March 3, 1806, the building being dedicated on November 19 of the same year. The undertaking, like the first, was more than the membership could handle. In its foundations was laid a hewn stone from the Plymouth Rock, but the Puritan community was not yet ready to support this second effort of a new religion. Not until aid came from all over the eastern United States was the new church paid for. It would leave the wrong impres-

sion if one failed to take into consideration that Boston was in the throes of a great financial depression resulting from the Embargo and Non-Intercourse acts which preceded the War of 1812. The crisis in the affairs of the Methodist church in Boston passed with the war, and for several decades its history is one of steady progress and the multiplication of churches. As we have seen, the First Church moved into a larger and finer place of worship in 1828; and favored by repeated revivals, the membership of the two churches in the city had increased from 259 in 1806 to 688 in 1830.

The record of the founding of the various Methodist Episcopal churches in Boston runs about as follows. In 1834 the third church was formed, then known as the Church Street Church, later succeeded by the People's Church on Columbus Avenue and Berkeley Street; in 1837 the fourth, or North Russell Street Church, now Grace Church, on Temple Street; in 1840 the fifth church (the society having been organized in 1834), D Street, South Boston, now the Broadway Church; in 1839 the new church in Roxbury, the Warren Street (now the Winthrop Street) Church, of which the present Warren Street Church is an offshoot; in 1840 the sixth church, Meridian Street, East Boston; in 1834 the Richmond Street Church, with which the first church subsequently (in 1849) united, the two purchasing the Old North or Second (Unitarian) church building on Hanover Street, and later (in 1865) uniting with Grace Church, maintaining the title of the First Methodist Episcopal Church; in 1846 the Hedding Church, first in a hall on the corner of Shawmut Avenue and Canton Street, then in its own church building, corner of Shawmut Avenue and South William Street, dedicated in 1849, and now the Tremont Street Church; in 1847 the Second Church in Charlestown, now the Monument Square Church in the Charlestown District (the first church in Charlestown, having been formed in 1818); in 1850 the Second Methodist Church in Dorchester, now the Appleton Church, Dorchester District (the first church in Dorchester having been formed in 1817); in 1852 the German Church, Roxbury; in 1853 the Bennington Street (now the Saratoga Street) Church, East Boston; in 1859 the Methodist Church in Jamaica Plain; in 1860 the Dorchester Street Church, South Boston; in 1869 the Highland and Ruggles Street churches, Roxbury District; in 1871 the Washington Village Church, South Boston; in 1872 the Methodist Church in Allston; in 1873 the Methodist Church in Roslindale; in 1874 the Methodist Church in Harrison Square; in 1876 the Mount Pleasant Church, Roxbury District; in 1877 the Eggleston Square Church, Roxbury District; in 1878 the Monroe Mission Church, Charlestown Neck, Charlestown District. The first Methodist church in Dorchester was founded in 1817; the first in Charlestown in 1818. The first colored

Methodist church was the May Street (now the Revere Street), formed in 1826; in 1836 the second, the Zion Church, on North Russell Street, was organized; and in 1839 the Bethel Church on Charles Street.

Methodist Institutions—Methodism has produced results in Boston of great importance other than the founding of churches and the increase of membership. The first School of Theology of the Methodist Episcopal Church had its inception in Boston in 1839, although it was organized and located a little later in Concord, New Hampshire, from whence it was soon moved to Boston. This Boston Theological Seminary, as it came to be known, was established in the city in 1867. It is notable not only for being the oldest of the Theological institutions of the Methodist Church, but the first in America to have a department of Missions and a permanent chair of comparative religion. It is said to have the largest enrollment of any graduate school of theology in the country.

The Theological Seminary is the oldest department of the present Boston University, with which it united in 1871. The University, with its many departments, its more than 11,000 students, is perhaps the most striking development in Boston along educational lines. Two years after the location of the seminary in the city, three men, Isaac Rich, Lee Claflin and Jacob Sleeper, all leaders of the seminary work, founded and secured a charter for Boston University. Hon. Lee Claflin, a Massachusetts Senator, "a friend and generous donor to education, whose munificent gifts made possible the founding of Claflin University in South Carolina," was the first to advocate the formation of the university. Isaac Rich, wealthy merchant, took the decisive measures that secured a charter. It was his great gifts both in life and by bequests—he gave to the university more money than had ever before been given to any educational institution by one man—by his munificence he made the university possible. Jacob Sleeper, mayor of the city, member of a governor's council and a State appointed overseer—for twelve years of Harvard—was the other member of the triumvirate.

Former Governor John L. Bates, now president of the Board of Trustees of Boston University, at the recent inaugural of Dr. Marsh, said of the founding of the school: "Fifty-seven years ago a band of generous men actuated by the sole desire to serve their fellows, obtained from the Great and General Court of Massachusetts the charter that gave them the right to create a university to be called Boston University. Into its foundations, these men poured the earnings of a lifetime, and upon these foundations they began the erection of a structure of helpfulness to men. They built no encircling walls, but left it open to every approach and declared no limitations of sex, race, or religion should ever circumscribe

its usefulness. For half a century and more it has grown rapidly until today, measured not by wealth, not by imposing buildings, not by broad acres, but by the number of lives it is helping to fashion, it is the largest university in New England and one of the largest in the world."

The first president of Boston University was William Fairfield Warren, who for thirty-four years directed the destinies of the institution. Doctor Warren, in 1927, was still living, alert and physically able at ninety-four years of age. On May 15, 1926, Doctor Daniel L. Marsh was inaugurated the fourth of the presidents of the university. He is a graduate of Northwestern University and the Boston School of Theology, a former prominent Pittsburgh, Pennsylvania, minister, and farsighted, keen thinking man of action. At his inaugural, two of his predecessors were in attendance, Doctor William Edwards Huntington, the beloved "William the Second," and Doctor Lemuel H. Murlin, for thirteen years the head of the school and now president of De Pauw. Boston University's "first president . . . . was a man of profound scholarship and rich culture; the second was a man who conducted its affairs with fidelity and wisdom; its third, during his term of service, established five major departments. It is due to the tireless effort of these gentlemen that we are under obligation for the existence of this metropolitan university" with its total property and endowment of nearly $6,500,000; its teaching force of more than 600; its annual budget of $1,500,000; and its total student enrollment of 11,000.

"The Zion's Herald," the oldest newspaper of the denomination, was founded in Boston in 1823. During its more than a century of vigorous and influential life, many brilliant men have been its editors, and its columns have been filled with the contributions from most of the notables in Methodism. The present editor and manager, is L. O. Hartman, and it is published as always in the city. The "Zion's Herald" is maintained for and in the interest of the Methodist Episcopal Church in New England. The Wesleyan Association, a corporation formed, in 1831, of laymen, originally owned and published the "Herald"—the present publisher is George E. Whitaker—and in 1870, it was this corporation which built the Wesleyan Hall on Bromfield Street. The "Methodist Book Store," started about 1840, was one of the occupants of the new structure.

Boston the Originator of Novel Religions—One might continue these condensed stories of the religions of Boston almost indefinitely, for folk worship in many different ways in the city. We would miss an underlying truth if in the consideration of the history of rising denominations, we failed to perceive the peculiar tendency to move into new realms of religious thought and belief characteristic of the New Englander. Bos-

tonians seem always to have been individualists in thought and action, as were their Puritan forefathers. Even the iron bounds of the early church could not confine the thinkers, and there was an intensity of thought that readily originated new theories, doctrines and faiths. Sects multiplied once the Puritan church was compelled to give room for other churches; and, as we have seen, the last century was prolific in new sects. Unitarianism developed rather slowly and naturally; Transcendentalism, a philosophy rather than a religion, was an outgrowth of Unitarianism and somewhat disruptive in effect. The famous "Brook Farm" founded by George Ripley; the Transcendental Club, and its successor, the Radical Club, show the spirit of the movement which made its last great stand in the Concord Summer School of Philosophy founded by Alcott in 1879. Abolitionism which took such a vital hold of the whole north country, and which numbered amongst its leaders the great men of Boston of that day, was the most successful of the "isms" that originated in this "Hub of the Solar System." It was one of the best illustrations, although many others might be mentioned, of what we have called the peculiar tendency and ability of the Bostonian to originate new beliefs, or to push to the ultimate a new phase of thought.

Some of the more novel religions have failed to show the vitality necessary to growth on a large scale, but a number have flourished for a time, and there are at least three exceptions which have not only survived but show a tendency to increase in number and influence. Those of the last generation can recall the great stir over Buddhism, and kindred subjects during the late years of the last century. Theosophical societies composed of earnest students sprang up and flourished; there are still representatives of Theosophy left, the Metaphysical Club (Practical Christianity) meets in Boylston Street. There are two Spiritualist churches, although not of the same belief, which have numerous congregations, and a third, and smaller, holding to a still different faith. If one wishes, one can find the Vedanta Centre of Boston with Swami Paramananda in charge; the Annie Besant Lodge (Theosophical) on Boylston Street; the Boston Unity Truth Center on Berkeley Street; or the Church Invisible on Beacon Street.

There are two Adventist churches, the Advent Christian of Roxbury, and the Adventists—Seventh Day on West Canton Street. The first date from 1843, in the time of the Tabernacle on Howard Street where the Howard Athenaeum was built. This denomination has maintained publications and a missionary society since 1854, and has been the headquarters for the East. In 1854, there was a split in the church arising out of the question of immortality. From the new church founded by some of the members of the first, the Second Advent church is descended.

The New Church (Swedenborgian) of which there are two societies within the city limits, were founded in 1818 and 1870. The Bowdoin Street Church was the first of the faith to be established in New England. Reverend Thomas Worcester was the original pastor, one of twelve who made up the Boston Church, and continued as such for half a century. It was while a student of Harvard University, from which he was later to receive the degree of Doctor of Divinity, that he embraced the doctrines of Emanuel Swedenborg. The second or Roxbury Society of the New Jerusalem was established under the leadership of the Reverend Abiel Silver, who died in 1881 at the age of eighty-three. Mr. Reed, the historian of the denomination in Boston, says that the first person to call the public attention of Boston to Swedenborg was one James Glen, who lectured in the town on these subjects in 1784. Ten or twelve years later, William Hill came here from England to plant the New Church in the New World. He seems to have accomplished little beyond circulating the writings of Swedenborg, and placing a number of them in the Harvard Library. Since the founding of the first church, the denomination has maintained in the city a library, reading room and headquarters where the works of Swedenborg and those of authoritative interpreters have been accessible, both in Latin and translations. The "New Jerusalem Magazine" was first issued in 1827, and the "Children's New Church Magazine" in 1843.

Universalist Church—The Universalist churches of Boston, of which there are five, are rather widely scattered throughout the city, but have headquarters centrally located on Newbury Street. John Murray, who came to this country in 1770, and first appeared in Boston three years later, is called the "Father of Universalism" although Jonathan Mayhew of the West Church from 1747 to 1766, is claimed by some as the first Universalist preacher in America. The first Boston society of the denomination was formed about 1785 and met with the usual opposition from the Puritans. John Murray became its pastor, the church building standing on the corner of Hanover and North Bennet streets, having formerly been the home of Samuel Mather's congregation. It had many notable men as its ministers before its dissolution in 1864. The Second, now the Church of the Redemption in Brookline, was established in 1816, and erected its place of worship on School Street, on the site of the Congregational Church in which John Murray was stoned in 1774 for his preaching. Reverend Hosea Ballou, father of modern Universalism, was the first minister of the Second Society. The Third Church was founded in 1823, the Fourth in 1830, the Fifth in 1836. All the edifices built by these societies are either demolished or the home of some other organization. The First Church of Charlestown—second

in point of establishment in the larger Boston, was founded in 1811; the Roxbury Parish was started in 1820; the Jamaica Plain Church in 1871; the Dorchester Parish in 1875; and the Grove Hall Society in 1877.

The spread of Universalism throughout the United States has been greatly expedited by the numerous publications of the denomination press in Boston. The Universalist Publication Society was incorporated in 1872, and has issued many books, besides publishing, at times, as many as seven periodicals, covering both the east and west sections of the country. The present denominational organ is the direct descendant of the magazine which started as "the Universalist Magazine" in 1819 combined with the "Christian Leader," published in New York for nearly half a century. There have been other organizations which have aided in the firm establishment of the faith in Boston, such as the "Sabbath School Union," started in 1851, the Universalist Social Union, organized in 1884, and the Universalist Club dating from 1873. Tufts College is the chief of the educational institutions founded by the denomination. Its story is told in another chapter. The Universalist Historical Society, whose headquarters are in Boston, was originated in 1834 for the conservation of facts, books, and papers pertaining to the history of Universalism.

Hebrew Places of Worship—It is one of the unique features of the Boston religions that the faith having the second largest number of places of worship is that of the Hebrew. Three-quarters of a century ago, a Jew was a rarity in the city; now it is estimated that a full fifth of the population of the city are of Jewish birth. There is no Hebrew quarter, all parts of the city having some of the race, and there are few lines of business into which they have not entered with success. They have, naturally, Hebrew associations of various kinds, hospitals, homes for the aged or needy, schools and churches. In the matter of religion, they may be classified as Orthodox and Reform. The former cling to the old customs, traditions, ideas; the latter advocate the cause of progressive Judaism. Many of the rabbis of the Boston churches are among the intellectuals of the day, orators, much sought in many forms of public endeavor. The first church was established a decade less than a century ago, and was for years the only congregation in the city. Even as late as 1885 there were only eight Hebrew societies in Boston where there are now more than forty with the number increasing, on the average, one every other year.

The first and the largest for many years of the Hebrew congregations was the Ohabei Sholom which had an early synagogue on Warrenton Street. The worship was conducted on modern reform lines, families sitting together, a choir and organist assisting in the service. There

is a Sabbath school where the children receive instruction in the principles of the Jewish faith, Israel's history, and in the Hebrew language. The congregation was founded in 1846. Others of the early churches are Mishkan Israel, orthodox, formerly on Ash Street, established in 1866; Beth Abraham, also orthodox, founded in 1871, and now consolidated; Gates of Prayer, 1875; and Shaare Tefiloh, in Roxbury founded in 1880. From this time on the multiplication of Hebrew synagogues was very rapid. The most famous of the older churches is the Temple Adath Israel (reorganized) dating from 1883. It is ultra-reform, was formerly on Columbus Avenue, but is now magnificently housed on Commonwealth Avenue.

Christian Science—Most modern of all the larger religious movements in Boston is that of Christian Science. The name is apparently derived from the "purely mental system of healing, discovered in 1866 by Mary Baker Glover (later Mrs. Eddy), who for the first time in history, appended the word 'science' to Christianity." It is further explained in the official statement from which the above is derived, that "Christian Science claims that Divine intelligence governs man in the eternal order and harmony of life, truth and love, and that Jesus taught and demonstrated this science, healing the sick, casting out error, raising the dead. With it he dated the Christian era." As originally formed in Boston, the Christian Scientists were an association of students interested and engaged in "healing" and "pledged together in a common cause of humanity and love." In 1881, the Massachusetts Metaphysical College was chartered and maintained by the organization. The only text books were the Bible and Mrs. Eddy's "Science and Health." Great care was taken to receive only students of high moral character, but the secular or religious views of the applicant mattered little. Mrs. Eddy was president and principal teacher.

She also chartered the first Christian Science Church in 1879 and became its first pastor. Her personal leadership began at Lynn, and the first Christian Science organization was formed by seven persons at Charlestown, July 4, 1876. The greater part of Mrs. Eddy's activities were centered in Boston, where the "Mother Church" was established. After meeting in various rented churches and halls, in 1883 the Hawthorne Rooms were secured. Outgrowing these, two years later the society moved to Chickering Hall where a Sunday school was added, and in 1894, Copley Hall on Clarendon Street, was engaged, services being continued here until the new church was ready. A description of this has already been given earlier in this chapter.

The growth of Christian Science has been amazing. When the society moved into the recently enlarged First Church in 1906 its membership

FIRST CHURCH OF CHRIST, SCIENTIST

numbered 40,011; the total for the United States was 85,717. More than a half million copies of the Christian Science text-book were in circulation at that time. Even as early as two decades ago, there were 721 regularly organized churches and 506 societies holding services but were not chartered. The movement is no longer a Boston affair, but has extended its influence all over the world. Across St. Paul Street are buildings dating from 1908 and 1914 in which are housed the Christian Science Publication Society which prints and circulates the many books, pamphlets and magazines issued by the denomination. Near at hand are the homes of the many employed in this work. Besides the Mother Church, there are in Boston the Second Church in the Roxbury district, and the Third in the Hyde Park section.

The Catholic Church in Boston—Although nearly twenty years have passed since the See of Boston celebrated its centenary, few of the many thousands who saw some of the splendors of that autumn week have forgotten the impression it made upon them. The crowds in the Cathedral, the sermon by Archbishop O'Connell, perhaps the most significant uttered during the year of 1908, the Symphony Hall meeting when laymen paid their tribute to the four great bishops who had presided over the diocese during the first century of its existence, and the closing feature of the week, when 39,000 men, members of the Holy Name Society, marched through the streets of Boston while 300,000 spectators looked on; all were parts of a significant event the influence of which has never passed. Boston had never seen anything like it, and rose to the occasion with a spirit of brotherly love, regardless of creed, and offered its felicitations to its Catholic citizenry on the one hundredth birthday of the diocese. It was a day of mutual understanding and respect, when good sense and vision controlled. Our forefathers believed that the lion and the lamb might one day lie down in peace together, but they never conceived of a day when Puritan and Catholic would mingle in good fellowship.

The Centenary in 1908, however, marked but the end of a period of remarkable growth made by the Catholic Church in Boston, and the beginning of another which may prove to be even more extraordinary. Only the briefest outline of the history of this, the largest denomination of the city, will be attempted. For a century and a half after the establishment of the Puritan Theocracy in Massachusetts by the Puritans, there was no Catholic Church within its limits. A passing priest may have ministered to the few of their faith in the State, but only two are known to have made any considerable stay in Boston. These were Abbe de la Poterie, who said the first mass in the School Street Chapel, November 2, 1788, and the Reverend Louis Rousselet sometime in the

1780's. Boston became a Catholic mission, when in 1790, the Reverend John Thayer, a former Congregational minister, was assigned to the town by Doctor Carroll of Baltimore, the superior of missions in the United States.

The First Catholic Society—There were probably not a hundred Catholics in the whole Boston region at this time. But such as there were, met in the School Street Chapel, which oddly enough had been occupied by a Huguenot congregation. The first mass said in Boston was celebrated in November, 1788; and the first regular church organization in 1790, both in the chapel. Boston was made an Episcopal See, in 1808, with a diocese embracing all New England. The Cathedral of the Holy Cross, consecrated September 20, 1803—then located on Franklin Street—was for many years the only Roman Catholic church in the city. So much for the beginnings. The work was carried on after Thayer by Matignon, a French priest, until the noted Reverend Jean de Cheverus came to assist and remained to control the destinies of the Boston churches and the diocese. De Cheverus was the first of the five great leaders of the See of Boston from 1808 to the present day. The new diocese contained three churches, Holy Cross at Boston, St. Patrick's at New Castle, Maine, and a log chapel in the Indian village of Point Pleasant, Maine. The congregation had grown to 700 souls by this time. The gentle de Cheverus served church and country well until after twenty-seven years in Boston, failing health compelled his return to southern France. On October 15, 1823, Bishop de Cheverus, now fifty-five years of age and worn with illness, sailed home. The mild air of his native land, to which he was called, prolonged his life until July 19, 1836. His labors for his church had been rewarded with many honors; Charles X made him a peer of France, and shortly before his death, he was invested with the cardinal's hat. He found, upon his arrival in Boston, a people which hated his religion; he left it carrying with him the plaudits, the tributes of thousands of non-Catholics. His victory over the prejudice of a Puritan city is perhaps the crowning glory of his labors in this land.

The Franklin Street Cathedral—The necessity of having a larger place in which to worship was borne in upon the Catholics as early as 1799. A committee collected a fund of several thousand dollars with which a lot on Franklin Street was purchased. When a second subscription list was started to create a building fund, John Adams, President of the United States, placed his name at the head, and it is said that a fifth of the $16,000 raised at that time was contributed by Protestants. The church built was sixty by eighty feet, costing $20,000, was from the plans of Charles Bulfinch. It was dedicated on September 29,

1803, and the first great Catholic celebration by Catholics stirred the town. This building was known as the Franklin Street Cathedral, and was used until 1860, when it was replaced by the present magnificent cathedral in South End, described elsewhere.

The Ursuline Convent was established in 1820, in a building beside the cathedral, and the first Catholic school in Boston was opened at this time. It was for girls and taught by Ursuline nuns. The Ursulines were transferred in 1826, to what is now Somerville. The convent in which they were cloistered was destroyed in 1834 as a result of a disgraceful act of anti-Catholic mob violence. The nuns resided for a time in Roxbury, but eventually withdrew from Boston.

Benedict Fenwick was the second Bishop of Boston, consecrated November 1, 1825. He died in Boston, August 11, 1846. The bishop was a member of the St. Ignatius' order of teachers, and it was as an educator that his work is best known. He introduced the Sisters of Charity and established a classical school in which he and his clergy were teachers. One wrote of him: "Fenwick saw the product of his works—an able and zealous priesthood—churches, convents founded—Holy Cross College established—his people loyal and enlightened. . . . . His work was never done, he toiled to the end, but nothing remained undone. His death upon the anniversary of the Ursuline conflagration, was mourned by the whole city. We honor Fenwick as the successor of the apostles in this, our own city, who kept his sworn faith to the Holy See, the teacher of his flock, the protector of the weak and oppressed, and the preserver of the faith and morals of his people."

James Bernard Fitzpatrick—The third Bishop of Boston was born in that city in 1812, Reverend James Bernard Fitzpatrick. After a notable scholastic career, he was ordained in Paris, returned to Boston and became the pastor of a church in Cambridge, which he built. After being the associate of Fenwick for some time, he was consecrated coadjutor bishop, March 24, 1844, and succeeded the man with whom he had labored. There was a very rapid increase, for various reasons, in the number of Catholics in his diocese, and many of the problems he was called to solve came from this growth. There were 32,000 members of the faith in Boston in 1846, and in the State, 20,000 more. The Bishop was a tremendous worker, and the outbreak of the Civil War with the emergencies to be met by his diocese, proved too heavy a burden. Bishop Fitzpatrick came to an untimely death in 1866 when only fifty-five years of age.

John Joseph Williams—The fourth bishop was a Bostonian, John Joseph Williams, a worthy successor of the strong men who had preceded him. He was consecrated bishop in 1866 and made an archbishop

in 1875. The erection of the Cathedral in Washington Street, and the founding of St. John's Seminary were results of his labors. Archbishop Williams' death occurred in 1906 and during the forty-one years of his administration, he witnessed greater changes in the diocese than any of his predecessors. Most of the teaching orders which made up the twenty-five communities, were brought in by him. There were well organized school systems in the seventy-five parishes, in which were 50,000 school children taught by 1,000 religious teachers. The state of the whole See as worded by His Eminence, William Cardinal O'Connell, two years after the death of Bishop Williams, was: "One hundred years have multiplied one little church into one thousand, two priests into two thousand, one bishop into eight, and the 'pussilus grex' of one hundred faithful, courageous souls into near three million. These are inspiring figures, a growth ineffable against great and discouraging odds. Such is the present growth from the past; what of the future from the present? The problem is still unsolved."

Cardinal O'Connell—Much of the solving of the "problems" will be done by William O'Connell, since 1906 Archbishop of Boston. His Eminence William Cardinal O'Connell, was born in Lowell, Massachusetts, December 8, 1859. He was graduated from Boston College and then entered the new American College at Rome, in 1881. On June 8, 1884, he was ordained a priest in the Italian city. While a curate at St. Joseph's Church, West End, Boston, he was appointed rector of the American College at Rome on November 21, 1895, and on June 9, 1897, was appointed domestic prelate. Nearly four years later, on April 22, 1901, he was made Bishop of Portland, Maine. On May 19 of that year he was consecrated at the Church of St. John the Lateran, Rome. He was installed Bishop of Portland on Independence Day of that same year. In January, 1905, he was named assistant at the pontifical throne and in August of the same year he was appointed papal envoy to the Emperor of Japan. He was given the honor by the Emperor of the Grand Cordon of the Sacred Treasure. Early in March, 1906, he was appointed Archbishop of Constance and Coadjutor Archbishop of Boston with the right to succession. On the death of Archbishop Williams in August, 1906, he became Archbishop of Boston, and was invested with the pallium on January 29, 1908.

Catholic Organizations—The march of the 39,000 men of the Holy Name Society at the Centenary celebration drew attention to the many organizations created by the Catholic Church for the furtherance of its works. The various school enterprises have been touched upon, and more concerning them has been written in the chapter on education.

So with the many philanthropies of the church in Boston, the names and some of their history can be found in the chapter on philanthropies. The magnitude of these and of the religious orders in the city is hardly realized by the general public. Both male and female orders are established apart from the regular clergy of the Catholic Church. The male orders are principally for missionary work and religious self culture; those of the women are for charitable, benevolent and educational work, although the energies of both are spent in many other phases of activity.

Prominent among these orders are The Brothers of Charity, founded in Belgium in 1809, and chiefly devoted to works of charity and the education of youth; the Franciscans, of which but few are resident in Boston; the Jesuits, probably the best represented in the city, several of the largest churches of the faith in Boston being in their charge, as is Boston College. Holy Cross College, in Worcester, was established by the Society of Jesus, and Boston College dates from a decade later. St. John's Seminary, the local training school for the future priests in the See, was conducted by certain priests from the congregation of St. Sulpice, Paris. The Jesuits entered this country as early as 1565 (in Florida) and while Boston was being founded, penetrated and explored immense sections of America. The Redemptorists, or Priests of the Congregation of the "Most High Redeemer" have been located in several of the city churches.

Of the women's orders the more notable are, The Sisters of Charity of St. Vincent de Paul, who are serving in Boston the poor, the sick, the orphan and foundling, and the unfortunate women. They have charge of or assist in the St. Vincent's Orphan Home, the Home for Destitute Catholic Children, the Carney Hospital and others. The Sisters first visited Boston in 1832, only three in number; since then there have been continued accessions until there are more than seventy-five busy with their charities. The Sisters of Notre Dame, introduced in America in 1840, devote themselves to the education of the young. They are the more numerous of the women orders, serving as teachers in very many of the educational institutions of the Catholics in the city. The greater share of the sodalities, both for the unmarried and the wedded women connected with the church, are in charge of this sisterhood. The Convent of Notre Dame, in the Fen Park district is one of the choicest of the buildings that ornament that part of the "Hub." The Franciscan Sisters, engage in hospital activities in a few of the Catholic charitable institutions. The Ladies of the Sacred Heart are of the cloistered orders, although not confined to any one house. They are consecrated to the education of young women, particularly the gratuitous instruction of the poor. They came to Boston in 1880.

The Catholic Churches in Boston are altogether too numerous to

have the histories told of their foundation and careers. With the exception of the Jewish synagogues, no denomination now builds places of worship more frequently than the Catholics. In actual number of parishes, there are nearly double the total of Roman churches than of any other single faith. The beginnings of the Cathedral of the Holy Cross have already been given, and the church described earlier in this chapter. This parish was the first in the city and always the leader. There was no increase in the number of churches until nearly two decades had passed of the last century, but after this chapels became fairly numerous, and, starting in 1841, there began a period of expansion which has continued ever since; the average being about two churches every three years for the eighty-five years. The multiplication of parishes in what is known as the "Metropolitan District," has been double that of Boston proper. A directory of the Catholic churches in the city with their locations and priests is appended to this chapter. The following is a fairly complete record of the dates of the establishment of the various parishes with the name of the founder included:

Catholic Churches—Cathedral of the Holy Cross, Reverend Francis A. Matignon, 1808; St. Augustine's Chapel, South Boston, Rev. Fr. Drummond, 1819; St. Mary's, Charlestown, Rev. Patrick Byrne, 1828; St. Mary's, Boston, Rev. William Wiley, 1834; St. Patrick's, Boston, Rev. Thomas Lynch, 1835; Holy Trinity, Boston, Rev. Fr. Martini, 1841; St. John the Baptist's, Moon Street, Boston, Rev. John McMahon, 1843; SS. Peter and Paul's, South Boston, Rev. Thomas Fitzsimmons, 1844; St. Nicholas' Chapel, East Boston, Rev. N. H. A. O'Brien, 1844; St. Joseph's, Roxbury, Rev. H. O'Bierne, 1845; St. Vincent's, Purchase and Congress streets, Boston, Rev. Michael Moran, 1848; Chapel of the Holy Family, Beach Street, Boston, Rev. Ambrose Manahan, 1850; Assumption, Brookline, Rev. John O'Bierne, 1852; St. James', Albany Street, Boston, Rev. David Walsh, 1853; St. Gregory's, Dorchester, Rev. Thomas Fitzsimmons, 1853; Chapel of the Guardian Angel, West End, Rev. Ambrose Manahan, 1854; Most Holy Redeemer, East Boston, Rev. William Wiley, 1854; Immaculate Conception, Boston, Rev. John McElroy, 1858; St. Francis de Sales, Charlestown, Rev. George A. Hamilton, 1859; St. Stephen's, Boston, Rev. George F. Haskins, 1862; St. Joseph's, Boston, Rev. Patrick T. O'Reilly, 1862; Gate of Heaven, South Boston, Rev. James Sullivan, 1862; St. Gregory's, Dorchester, Rev. Thomas McNulty, 1863; Star of the Sea, East Boston, Rev. D. J. O'Farrell, 1864; St. Rose's, Chelsea, Rev. James Strain, 1865; St. Francis de Sales, Roxbury, Rev. Sherwood Healy, 1867; St. Augustine's, South Boston, Rev. D. O'Callaghan, 1868; Our Lady of Perpetual Help, Roxbury, Rev. Joseph Wissell, C. S. S. R., 1869; Assumption, East Boston, Rev. Joseph H. Cassin, 1869; Sacred Heart, East Boston, Rev. Law-

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rence P. McCarthy, 1869; St. Thomas Aquinas', Jamaica Plain, 1869; St. Columbkille's, Brighton, Rev. P. J. Rogers, 1872; St. John the Baptist's, Boston, Rev. John Ignatius, 1872; St. Vincent's, South Boston, Rev. Michael Lane, 1872; St. Patrick's, Roxbury, Rev. Joseph H. Gallagher, 1872; St. Peter's, Dorchester, Rev. Peter Ronan, 1872; St. James, Harrison Avenue, Boston, Rev. James A. Healy, 1873; Epiphany, Hyde Park, Rev. William J. Corcoran, 1875; St. Leonard's, Boston, Rev. Joachim Guerini, O. S. F., 1875; Most Precious Blood, Hyde Park, Rev. R. J. Barry, 1880; Notre Dame des Victoires, Boston, Rev. Fr. Touche, S. M., 1882; Our Lady of the Rosary, South Boston, Rev. John S. Cullen, 1884; St. Catherine's, Charlestown, Rev. Matthew T. Boylan, 1887; St. Cecelia's, Boston, Rev. R. J. Barry, 1888; Immaculate Conception, Revere, 1888; St. Anne's, Neponset, Rev. T. J. Murphy, 1889; Sacred Heart, Boston, Rev. Francis Zaborlia, 1889; Blessed Sacrament, Roxbury, Rev. Arthur T. Connolly, 1891; St. Margaret's, Dorchester, Rev. William A. Ryan, 1893; Our Lady of Czenstochowa, South Boston, Rev. John Chmielinski, 1893; Our Lady of the Cedars, Tyler Street, Boston, Rev. Gabriel Kokemas, 1893; Sacred Heart, Roslindale, Rev. John F. Cummins, 1893; St. Lazarus, Orient Heights, Rev. Fr. Martini, 1893; All Saints, Roxbury, Rev. Thomas Moylan, 1894; St. Philip's, Boston, Rev. Philip J. O'Donnell, 1895; St. Theresa's, West Roxbury, Rev. Patrick F. Boyle, 1895; St. Joseph's (Lithuanian), South Boston, Rev. Joseph A. Griscuis, 1896; St. Matthew's, Dorchester, Rev. D. J. Powers, 1900; St. Leo's, Dorchester, Rev. T. J. McGoldrick, 1902; St. Joseph's, Rev. Timothy J. Holland, 1902; Our Lady of Pompeii, Boston, Rev. P. Di Milla, 1903; St. Peter's (Lithuanian), South Boston, Rev. Jonas Zillinski, 1904; Our Lady of the Angels, Roxbury, Rev. Henry A. Barry, 1904; Chapel of Immaculate Conception, Boston, Rev. P. J. Lyons, 1904; St. Stanislaus', Chelsea, Rev. George Jaskolski, 1905; Our Lady of Mt. Carmel, East Boston, Rev. Francis Sanella, 1905; St. Mark's, Dorchester, Rev. John A. Daly, 1905; St. Anthony's, Revere, Rev. Canio De Bonis, 1906; St. John's, Winthrop, Rev. John Griffin, 1906; St. Paul's, Roxbury, Rev. Joseph G. Anderson, 1907; St. Monica's, South Boston, Rev. Timothy J. Mahoney, 1907; Our Lady of Lourdes, Jamaica Plain, Rev. George A. Lyons, 1908.

The following, taken from the Boston Directory of 1926, is a list of Boston

CHURCHES AND MINISTERS.

Adventist.

Advent Christian Church, 158 Warren Street, Roxbury. Rev. Isaac M. Blanchard, pastor.
Adventist-Seventh Day, West Canton Street, corner Warren Avenue. Rev. F. S. Fries, pastor; Nellie M. Barrington, secretary, 93 Hancock Street, Auburndale.

BAPTIST—ENUMERATION BY FOUR DIVISIONS

Bethany Church, West Cottage Street, corner Judson Street, Roxbury. Rev. D. W. Lyman, Pastor.

Blaney Memorial Baptist Church, 65 Richmond Street, Dorchester Lower Mills. Rev. Eugene D. Dolloff, pastor.

Boston Baptist Bethel, see First Church (Mariners').

Brighton Avenue Baptist, Brighton Avenue, junction Cambridge Street, Allston. Rev. Percy A. A. Killam, pastor.

Centre Street Baptist Church, Centre Street, corner Moraine Street, Jamaica Plain. Rev. Stanley M. Inman, pastor.

Clarendon Street Baptist Church, Clarendon Street, corner Tremont Street. I. Walker Williamson, pastor.

Crescent Baptist Church, 295 Tremont Street. Rev. William H. Dallis, pastor, 49 Crescent Street, Roxbury.

Dorchester Temple Church, Washington Street, corner Wales Avenue, Dorchester. Rev. Urie W. Pype, pastor.

Dudley Street Baptist Church, 175 Dudley Street. Rev. Arthur T. Brodel, pastor.

Ebenezer Baptist Church (colored), West Springfield Street, near Tremont Street. Rev. Cassius A. Ward, pastor.

Eau Baptist Church, 1 East Lenox Street. Rev. C. Herbert Johnson, pastor.

First Baptist Church, Clarendon Street, corner Commonwealth Avenue. Rev. R. C. Potter, assistant pastor.

First Baptist Church in Charlestown, Lawrence Street, corner Austin Street. Rev. Harold L. Hanson, pastor.

First Baptist Church, Dorchester, 255 Ashmont Street, corner Adams Street. Rev. Robert L. Vose, Ph. D., pastor.

First Baptist Church, Hyde Park, Fairmount Avenue, corner Pierce Street. Rev. Charles W. Smith, pastor.

First Baptist Church (Mariners'), 325 Hanover Street. Rev. H. H. Chapman, pastor. John Wiest and E. C. Saunders, ministrants.

First Baptist Church in Jamaica Plain, Centre Street, corner Myrtle Street, Jamaica Plain. Rev. Frederick E. Heath, pastor.

First Free Baptist Church, Warren Street, opposite Eustace Street, Roxbury. Rev. Levi L. Dunn, pastor, 7 Estelle Street.

First German Baptist Church, 426 Centre Street, near Boylston, Jamaica Plain. Rev. ——— ———, pastor.

First Swedish Baptist Church (Swedish Temple), 455 Shawmut Avenue, corner Rutland Street. Rev. Claude T. Martin, pastor.

Hill Memorial Baptist Church, North Harvard Street, corner Coolidge Road, Allston. Rev. S. M. Hyde, pastor.

Holy Trinity Baptist Church, Inc., 297 Shawmut Avenue, Roxbury. Rev. Frank G. Bowdoin, pastor.

Immanuel Baptist Church, 197 Adams Street, Dorchester. Rev. Charles L. Chamberlain, pastor.

Messiah Baptist Church, 2212 Ruggles Street. Rev. Thomas Wills, pastor.

Mount Calvary Baptist Church, 650 Shawmut Avenue. Rev. F. S. Stubbs, pastor.

Mt. Olivet Missionary Baptist Church, 2212 Ruggles Street. Rev. R. E. Barnes, pastor.

Norwegian Baptist, Norfolk Street, corner Capen Street, Dorchester. Rev. Olaf Langum, pastor.

People's Baptist Church (colored), Camden Street, corner Tremont Street. Davis S. Klugh, pastor.

Roslindale Baptist Church, Ashland Street, corner Florence Street, Roxbury. Rev. Clyde W. Robbins, pastor.

Ruggles Street Baptist Church, 165 Ruggles Street. Rev. J. Harrison Thompson, resident pastor. Chapel building and offices, 159 Ruggles Street.

St. John's Baptist Church, 43 Braddock Park. Rev. Lenworth S. Morrison, pastor.

St. Stephen's Baptist Church, 69 West Concord Street. Rev. Johnson W. Hill, pastor.

South Baptist Church, East Fourth Street, corner L Street, South Boston. Rev. Ernest L. Loomis, pastor.

Stoughton Street Church, Stoughton Street, corner Sumner Street, Dorchester. Rev. Willard L. Pratt, pastor.

Stratford Street Baptist Church, Anawan Avenue, corner Stratford Street, West Roxbury. Rev. Almon J. Hutchins, pastor.

Tremont Temple Baptist Church, 88 Tremont Street. Rev. Jasper C. Massee, D. D., pastor.

Trenton Street Baptist Church, 69 Trenton Street, East Boston. Rev. William H. Hester, pastor.

Christian Science.

First Church of Christ, Scienists, The. Falmouth Street, Norway and St. Paul streets. Bliss Knapp, first reader.

Second Church of Christ Scientist of Boston (Roxbury district), Elm Hill Avenue, Roxbury. H. Bruce Fletcher, first reader.

Third Church of Christ Scientist of Boston (Hyde Park district), Arlington Street, near Hyde Park Avenue. Bela B. Nichols, first reader.

Congregational Trinitarian—Headquarters, Congregational Building, 14 Beacon Street.

Allston Congregational Church, Quint Avenue, Allston. Rev. Manley F. Allbright, pastor.

Baker Congregational Church, Byron Street, corner Saratoga Street, East Boston. Rev. H. Hare, pastor.

Boylston Congregational Church, Boylston Street, corner Armory Street, Boylston station, Jamaica Plain. ——— ———, pastor.

Brighton Evangelical Congregational Church, 404 Washington Street, Brighton. Rev. Silas W. Anthony, pastor, 410 Washington Street, Brighton.

Central Congregational Church, Berkeley Street, corner Newbury Street. Rev. Seeley K. Tompkins, pastor.

Central Congregational Church, Tonawanda Street, corner Waldeck Street, Dorchester. Rev. ——— ———, pastor.

Central Congregational Church, Elm Street, corner Seaverns Avenue, Jamaica Plain. Rev. Charles H. Williams, pastor.

Clarendon Congregational Church, corner Huntington Avenue and Collins Street, Hyde Park. Rev. Frederick Jones, pastor.

Dorchester Second Church, 600 Washington Street, corner Centre, Dorchester. Rev. Vaughan Dabney, pastor.

Eliot Church of Roxbury, Walnut Avenue, corner Dale Street, Roxbury, Rev. Charles C. Keith, pastor.

Faneuil Congregational Church, Brooks Street, Brighton. Rev. Andrew H. Mulnix, pastor.

First Congregational Church in Charlestown, Green Street. Rev. Thomas W. Davison, pastor.
First Congregational Church, Central Avenue, corner Webster Street, Hyde Park. Rev. George W. Owen, pastor.
French Evangelical Congregational Church, Berkeley Street, corner Newbury Street. Rev. Francesco C. Argento, pastor.
Harvard Church, 15 Gleason Street, Dorchester. Rev. Edwin E. Aiken, Jr., pastor.
Highland Church, 738 Parker Street. Rev. William R. Campbell, pastor.
Immanuel-Walnut Avenue Church, see Eliot Church of Roxbury.
Maverick Church, Central Square, East Boston. Rev. Kenneth L. Danskin, pastor.
Mount Vernon Church, Beacon Street, corner Massachusetts Avenue. Rev. Sidney Lovett, pastor.
Norwegian Evangelical Free Church, Hawthorn Street and Cedar Street, Roxbury. Rev. Ingvald J. Loe, pastor.
Old South Church, Dartmouth, corner Boylston Street. Rev. George A. Gordon, minister.
Park Street Church, Tremont, corner Park Street. Rev. Arcturus Z. Conrad, pastor.
Phillips Church, West Broadway, near Dorchester Street, South Boston. Rev. Howard A. Morton, pastor.
Phillips Chapel, 538 East Seventh Street, South Boston. Rev. Howard A. Morton, pastor.
Pilgrim Church, Columbia Road, opposite Hancock Street, Upham's Corner. Rev. Clarence W. Dunham, pastor.
Romsey Congregational Church, 33 Romsey Street, Dorchester. Rev. Earl Vinal, pastor.
Roslindale Congregational Church, Ashland Street, near Washington Street. Rev. Winfield S. Holland, pastor.
St. Mark Congregational Church, 544 Massachusetts Avenue. Rev. Clifford L. Miller, pastor.
Seaman's Church (Boston Seaman's Friend Society), 287 Hanover Street. Rev. Alfred Shelley, pastor.
Swedish Congregational Church, Hampshire Street, corner Ruggles Street. Rev. Frederic E. Pamp, pastor.
Trinity Church, 51 Walnut Street, Neponset. Rev. W. Emory Hartman, pastor.
Union Congregational Church, 485 Columbus Avenue. Rev. ——— ———, pastor.
Village Church, River Street, corner Temple Street, Lower Mills, Dorchester. Rev. John R. Cheney, pastor.
West Roxbury Congregational Church, Centre Street, corner Mt. Vernon Street. Rev. Edwin H. Byington, pastor.

Congregational Unitarian—Headquarters, 16 Beacon Street.

Arlington Street Church, Arlington, corner Boylston Street.
Bulfinch Place Church, Bulfinch Street. Rev. Christopher R. Eliot, minister.
Channing Church, 275 East Cottage Street, Dorchester. Rev. Frank R. Gale, minister.
Christ Church, Dorchester Avenue, corner Dix Street, Dorchester. Rev. William A. Marzolf, pastor.
Church of the Disciples, Peterborough Street, corner Jersey Street. Rev. A. M. Rhibany, pastor.
First Church in Boston (1630), Berkeley Avenue, corner Marlborough Street. Rev. Charles E. Park, pastor.
First Church in Roxbury, John Eliot Square. Rev. Miles Hanson, pastor.
First Congregational Society, Centre Street, corner Eliot Street. J. P. ———, minister.

First Parish Church in Brighton (1730), Chestnut Hill Avenue, near Strathmore Road, Brighton. Rev. Henry H. Saunderson, pastor.

First Parish in Dorchester (1630), Winter Street, corner Parish Street, Meeting House Hill. Rev. Adelbert L. Hudson and Rev. Lyman V. Rutledge, ministers.

First Parish of West Roxbury, Centre Street, corner Corey Street. Rev. Harold G. Arnold, minister.

First Unitarian Society, Maple Street, corner Pine Street, Hyde Park. Rev. A. T. Bowser, pastor.

Hawes Unitarian Congregational Church, East Broadway, between G and H, South Boston. Rev. Thomas M. Mark, pastor.

King's Chapel (1689-1749), Tremont, corner School Street. Rev. Harold E. B. Speight, minister. Rev. Howard N. Brown, D. D., pastor emeritus.

Roslindale Unitarian, 850 South Street, Roslindale. Rev. Carlyle Summerbell, pastor.

Second Church in Boston (1649), 874 Beacon Street. Rev. Eugene R. Shippen, pastor.

Third Religious Society, Richmond Street, Lower Mills, Dorchester. Rev. Frederick Lewis Weis, pastor.

Unitarian Church of Our Father, 85 Marion Street, East Boston. Rev. Samuel L. Elberfeld, pastor, 72 Trenton Street, East Boston.

Disciples of Christ.

First Christian Church of Boston, 18 St. James Street, Roxbury. Rev. J. Watson Shocktey, pastor.

Episcopal—Headquarters, 1 Joy Street.

Right Rev. Charles L. Slattery, D. D., Bishop of Massachusetts.

All Saints' Church, 209 Ashmont Street, corner Bushnell Street, Dorchester. Rev. Simon Blinn Blunt, D. D., rector.

Chapel of St. Francis of Assisi, 183 Salem Street. Rev. George G. Chiera, pastor.

Christ Church (Old North), 187 Salem Street. Rev. William H. Dewart, rector.

Christ Church, River, corner Maple Street, Hyde Park. Rev. Edward A. Dodd, Jr., rector.

Church of Our Saviour, Albano Street, Roslindale. Rev. J. Gordon Carey, rector.

Church of the Advent, Brimmer Street, corner Mt. Vernon Street. Rev. William Harman van Allen, S. T. D., rector.

Church of the Ascension, 1906 Washington Street, Roxbury. Rev. Warner F. Gookin, vicar, 11 Newcomb Street, Roxbury.

Church of the Epiphany, Stanton Street, corner Norfolk Street, Dorchester. Rev. Thatcher R. Kimball, rector.

Church of the Good Shepherd, Cortes Street. Rev. Gardiner M. Day, rector.

Church of the Holy Spirit, Mattapan Square, Mattapan. Rev. Alan McLean Taylor, rector.

Church of the Messiah, St. Stephen Street, corner Gainsborough Street. Rev. William E. Gardner, rector.

Church of the Redeemer, 825 East Fourth Street, South Boston. Rev. G. DeWitt Dowling, D. D., vicar.

Emmanuel Church, 15 Newbury Street. Rev. Elwood Worcester, D. D., Ph. D., rector.

Emmanuel Church, Stratford Street, corner Clement Avenue, West Roxbury. Rev. Howard S. Wilkinson, rector.

Grace Church, 315 Dorchester Street. Rev. Frederick A. Reeve, vicar.

St. Andrew's Church, Bayswater, corner St. Andrew Road, Orient Heights. George S. Fiske, minister-in-charge.

St. Ansgarius' Church (Swedish) Warren Street, corner Elm Hill Avenue, Roxbury. Rev. Andrew W. Sundelof, minister.
St. Ann's Church, East Cottage Street, near Dudley Street, Dorchester. Rev. ——— ———, rector.
St. Augustine's and St. Martin's Church, 19 Lenox Street. Rev. Frank Fitz, vicar.
St. Cyprian's Church, Tremont Street, Corner Walpole Street, Roxbury. Rev. David LeRoy Ferguson, rector.
St. James' Church, St. James Street, Roxbury. Rev. Kenneth R. Forbes, rector.
St. John the Evangelist, 35 Bowdoin Street. Rev. Spencer Burton, superior.
St. John's Church, Devens Street, corner Rutherford Avenue, Charlestown. Rev. Wolcott Cutler, rector.
St. John's Church, Roanoke Avenue, corner Revere Street, Jamaica Plain. Rev. Thomas C. Campbell, rector.
St. John's Church, 1262 Tremont Street. Rev. Frederic W. Fitts, rector.
St. Luke's Church, 36 Brighton Avenue, Allston. Rev. Harry H. Hall, rector.
St. Margaret's Church, Washington Street, corner Eastburn Street, Brighton. Rev. ——— ———, rector.
St. Mark's Church, 73 Columbia Road. Dorchester. Rev. Arthur W. Shaw, rector.
St. Mary's Church, 14 Cushing Avenue, Dorchester. Rev. Henry E. Edenborg, pastor.
St. Mary's Free Church for Sailors, Cottage Street, corner Marginal Street, East Boston. Rev. George P. Bentley, rector.
St. Matthew's Church, 410 West Broadway, South Boston. Rev. Frank Rathbone, rector.
St. Paul's Cathedral, 136 Tremont Street. Rt. Rev. William Lawrence, bishop. Very Rev. Edmund Swett Rousmaniere, dean. Revs. Frederick J. Walton, Henry Goddard, Charles Russell Peck, Herman R. Page, and Frederick C. Lawrence, assistants.
St. Peter's, Paul Gore Street, Jamaica Plain. Rev. Luther B. Moore, rector.
St. Stephen's Church, 419 Shawmut Avenue. Rev. Raymond A. Chapman, vicar.
Trinity Church, Copley Square. Rev. Henry K. Sherrill, rector.

Friends.

Friends' Meeting House, 210 Townsend Street, near Humboldt Avenue, Roxbury. D. Elton Trueblood, minister.

Jewish.

Adas Israel, 28 Arlington, H. P.
Adath Jesura Nusch Ari, 8 Smith Court, near Joy Street.
Agudata Achim, 71 Poplar.
Anshai Sfard, 29 Haskins, Roxbury.
Anshe Zoslave, 71 Poplar.
Anshej Bres Choolum, 65 Bickford, Roxbury.
Ansher Libavitz, 8 Smith Court, near Joy.
Anshi Klevan, 18 Davis.
Anshi Sfard, 16 Davis.
Beth David, 2 Paris Place, E. B.
Beth Hamedash Hagodol, 28 North Russell.
Beth Jacob, 24 Wall. Aaron Mancovitz, Morris Levin, rabbi.
Congregation Adas Israel, 35 Barton.
Congregation Adath Jeshurun, corner Blue Hill Avenue and Brunswick.
Congregation Agudath Achim, 32 Intervale, Roxbury. Rev. Isaac Shindler, rabbi.
Congregation Agudath Israel Anshi Sfard, 170 Woodrow Avenue, Dorchester.
Congregation Ansha Libantz, 2 Genesee.
Congregation Anshai Poland, 19-23 Oswego.

Congregation Anshe Shepetonka, 186 Chambers.
Congregation Anshi Sfard, 29 Haskins, Roxbury.
Congregation Anshi Volin, 13 Florence.
Congregation Atereths Israel, Moreland, corner Copeland, Roxbury.
Congregation Beth Hamedash Hagodol, 103 Crawford. Louis M. Epstein, rabbi.
Congregation Chevre Chai Odim, 101 Nightingale, Dorchester. Samuel Berman, rabbi.
Congregation Hadrath Israel, Woodrow Avenue, near Blue Hill Avenue, Dorchester. Philip J. Turezky, rabbi.
Congregation Mishkan Israel, 137 Dakota, Dorchester.
Congregation Musach Sphard, 47 Lawrence Avenue, Roxbury.
Congregation Shara Tfilo, 15 Otisfield, Roxbury.
Congregation Sons of Abraham, 70 Wayland, Dorchester.
Congregation Villnow, 14 Phillips.
Kenesseth Israel, 15 Emerald. ——— ———.
Ohabei Sholom, 11 Union Park Street. Erwin Wolkowich, rabbi.
Ohel Jacob, Paris, corner Grove, E. B.
Sharai Jerusalem, Synagogue, Jerusalem Place.
Shari Zikek, 18 Intervale, Roxbury.
Temple Adath Israel, Commonwealth Avenue, corner Blandford. Harry J. Levi, rabbi.
Temple Anshej Choolum, 63 Bickford, Roxbury.
Temple Beth El, 94 Fowler, Dorchester.
Temple Mishkan Tefila, Seaver, corner Elm Hill Avenue.
Tifereth Israel Congregation, 99 Chambers.

Lutheran.

Bethany Danish Evangelical Lutheran, 22 Linden Park Street, Roxbury. Rev. Peter S. Thorsley, pastor.
Bethlehem English Evangelical Lutheran, Cliftondale corner Kittredge, Roslindale. Rev. J. Frederick Pfeiffer, pastor.
Boston Norwegian Lutheran Church, 28 Bartlett, Roxbury. Rev. Christian A. Moldstad, pastor.
Emmanuel (Swedish), 94 Warren, Roxbury. Rev. A. M. Benander, pastor.
Immanuel German and English Evangelical Lutheran Church, 48 Bennington, East Boston. Rev. Frederick C. Wurl, pastor.
Lettish Evangelical Lutheran Trinity Church, Warren corner Elm Hill Avenue, Roxbury. Rev. Chas. F. Buchroth, D. D., pastor, 8 Amherst, Ros.
Lettish Lutheran Church, 22 Linden Park Street, Roxbury. Rev. Carl W. Selmer, pastor.
Messiah Lutheran Church, 43 Poplar, Ros. Rev. A. Theodore J. Herpe, pastor.
Our Saviour's Norwegian Lutheran Church, 28 Paris, East Boston. Rev. Ommund Nielsen, pastor.
St. John Finnish Evangelical Lutheran Church, 13 Cleveland Avenue, Alls. Rev. T. A. Kantonen, pastor.
St. Luke's Evangelical Lutheran Church, Rockland, near Dedham Line, West Roxbury. Rev. Robert Steup, pastor.
St. Mark's Evangelical Lutheran, 29 Winthrop, Roxbury. Rev. Edwin Lunn Miller, pastor.
Swedish Trinity Lutheran Church of East Boston, 168 Saratoga, East Boston.
Trinity Evangelical Lutheran Church, Parker Street corner Gore. Rev. Paul Loeber, pastor.
Vasa Swedish Lutheran, 500 Talbot Avenue, Dorchester. Rev. Sven Gustaf Hagglund, pastor.

Zion Evangelical Lutheran Church, 91 West Newton. Rev. Henry Birkner, pastor; Rev. John H. Volk, assistant pastor.

METHODIST EPISCOPAL.
Rev. William F. Anderson, LL. D., Bishop.

Allston Methodist Episcopal Church, Harvard Avenue corner Farrington Avenue, Allston. Rev. Albert B. Tyler, pastor.

Appleton Church, 12 Walnut, Neponset. Rev. Paul B. White, pastor.

Baker Memorial Church, 575 Columbia Road, Dorchester. Rev. Frederick Palladino, pastor.

Barham Memorial Methodist Episcopal Church, 340 Dorchester corner Vinton. Rev. E. L. Mathis, pastor.

Bethany Church, Ashland corner Sheldon, Roslindale. Rev. Eaton B. Marshall, pastor.

Copley Methodist Episcopal Church, Newbury corner Exeter. Rev. Lawrence W. C. Emig, pastor.

Daniel Dorchester Memorial Church, Park corner March Avenue, West Roxbury. Rev. J. Franklin Knotts, pastor.

First Methodist Episcopal Church, Temple Street. Rev. Harry B. Hill, pastor.

First Italian Methodist Episcopal Church, 9 Salutation. Rev. Salvatore Giambarresi, pastor.

First Methodist Episcopal Church, Dorchester, Washington near Richmond, Dorchester. Rev. F. G. Potter, pastor.

First Methodist Episcopal Church, Hyde Park, Central Avenue corner Winthrop. Rev. James G. Lane, pastor.

First Methodist Episcopal Church, Jamaica Plain, Elm, corner Newbern. Rev. H. H. Cramer, pastor.

First Norwegian and Danish Methodist Episcopal Church, 5 Howard Avenue, Dorchester. Rev. Bent E. Carlsen, pastor.

First Swedish Methodist Episcopal Church, Walnut Avenue corner Walnut Park, Roxbury. Rev. Charles G. Erickson, pastor.

Fourth Methodist Episcopal Church (colored), 712 Shawmut Avenue.

German Methodist Episcopal Church, 60 Atherton, corner Amory, Roxbury. Rev. Henry Weber, pastor.

Greenwood Memorial Church (formerly Highland Church), 380 Washington, Dorchester. Rev. Everett L. Farnsworth, pastor.

Italian Methodist Episcopal Church, 10 Saratoga, East Boston. Rev. John Orru, pastor.

Mattapan Methodist Episcopal Church, Babson Street, Mat. Rev. Norman J. Raison, pastor.

Morgan Memorial Church of All Nations, 81 Shawmut Avenue. Rev. E. J. Helms, pastor.

Oak Square Church, Brighton. Rev. G. R. Wolverton, pastor.

Orient Heights Methodist Episcopal Church, Bayswater corner Butler Avenue, East Boston. Rev. J. F. Hoon, pastor.

Parkman Street Methodist Episcopal Church, 29 Parkman, Dorchester. Rev. J. E. Brown, pastor.

St. Andrew's Methodist Episcopal Church, Centre, corner Walden, J. P. Rev. A. H. Wallschlaeger, pastor.

Stanton Avenue Methodist Episcopal Church, Stanton, corner Evans, Dorchester. Rev. Wallace E. Hayes, pastor.

Tremont Methodist Episcopal Church, Tremont corner West Concord. Rev. Lynn J. Radcliffe, pastor.

Union Methodist Episcopal Church, corner Meridian and Havre, East Boston. Rev. G. E. Allan, pastor.

Upham Memorial, Wachusett, corner Patten Street, Forest Hills. Rev. Edward E. Marsh, pastor.

Washington Boulevard Methodist Episcopal Church, Washington Street corner Edgemere Road, West Roxbury. Rev. H. N. Clay, pastor.

Wesley Methodist Episcopal Church, 624 East Fifth, South Boston. Rev. David M. Angell.

Winthrop Street Methodist Episcopal Church, Winthrop Street, Roxbury. Rev. George M. Bailey, pastor.

METHODIST EPISCOPAL (AFRICAN).

Charles Street African Methodist Episcopal Church, Mt. Vernon corner Charles. Rev. S. Stanley Jacobs, pastor.

Columbus Avenue African Methodist Episcopal Zion Church, Columbus Avenue corner Northampton. Rev. B. W. Swain, pastor.

Grant Memorial African Methodist Episcopal Church, 133 Vernon, Roxbury.

NEW CHRISTIAN SCIENCE CHURCH.

Branch 1, of the Christian Science Parent Church of the New Generation. Service, Sunday morning, Copley-Plaza Hotel, Trinity Place entrance.

NEW CHURCH (SWEDENBORGIAN).

Boston Society of the New Jerusalem Church, 136 Bowdoin Street. Rev. H. Clinton Hay, pastor. —— ——, church parlor, Freeman Place, 15A Beacon.

Roxbury Society of the New Jerusalem, Regent Street corner St. James. Rev. H. Durand Downward, minister.

PRESBYTERIANS.

First Presbyterian, Berkeley, corner Columbus Avenue. Rev. Robert Watson, D. D., pastor.

First Presbyterian of East Boston, Meridian, corner London, East Boston. Rev. George W. Warren, pastor.

First Presbyterian of Hyde Park, 1109 River. Rev. A. Roy Thompson, pastor.

First United Presbyterian, West Brookline, corner Warren Avenue. Rev. D. Cameron MacGuire, pastor.

Fourth Presbyterian, 117 Dorchester, corner Silver, South Boston. Rev. John A. McClelland, pastor.

Roxbury Presbyterian Church, Warren corner Woodbine Street, Roxbury.

St. Paul's Presbyterian Church, 65 Rexford, corner Oakland, Mat. Rev. George G. Squires, pastor.

Scotch Presbyterian Church, Tremont corner West Brookline. Rev. Hector Ferguson, pastor.

ROMAN CATHOLIC.

His Eminence William Cardinal O'Connell, Archbishop of Boston.

All Saints Church, Centre, corner Penryth, Roxbury. Rev. Mark J. Sullivan, pastor. Rev. Edward P. Twigg, Rev. John Garrick, assistant pastors.

Cathedral of the Holy Cross, Washington corner Malden. His Eminence William Cardinal O'Connell, archbishop of Boston. Rev. Neil A. Cronin, administrator; Rev. Wm. A. Dacey, Rev. George P. O'Connor, Rev. Richard Cushing, Rev. Harry M. O'Connor, Rev. Robert P. Barry, Rev. John W. Wall, Rev. Richard Quinlan, Rev. Edmund J. Haynes, Rev. William Foley.

Church of Gate of Heaven, East Fourth, corner I Street, South Boston. Rev. George A. Lyons, pastor. Rev. J. Walter Lambert, Rev. Waldo C. Hasenfus, Rev. John E. O'Connell, Rev. John F. Burns, Rev. John E. Killian, assistant pastors.

Church of Our Lady of Czenstochowa (Polish), 655 Dorchester Avenue, South Boston. Rev. John M. Chmielinski, pastor. Rev. John A. Drozek, assistant pastor.

Church of Our Lady of Lourdes, 33 Brookside Avenue, J. P. Rev. James F. Kelly, pastor; Rev. John P. O'Riordan, Rev. James Dowling, Rev. William O'Connor, assistant pastors.

Church of Our Lady of Mt. Carmel, 124 Gove, East Boston. Rev. Alberto Martucci, pastor; Rev. Hugalinus Bifarini and Rev. Daniele Schiavoni, assistant pastors.

Church of Our Lady of Perpetual Help, 1545 Tremont, Roxbury. Rev. John O'Leary, pastor.

Church of Our Lady of the Cedars of Mt. Lebanon (Syrian), 78 Tyler. Rev. Anthony P. Yazbek, rector.

Church of Our Lady of Ostrobama (Polish), 27 Chambers. Rev. Ladislaus A. Sikora, pastor.

Church of Our Lady of the Presentation, 676 Washington Street, Brighton. Rev. James J. Murphy, pastor; Rev. Gerald C. Fitzgerald, assistant pastor.

Church of Our Lady of the Rosary, 92 West Sixth, South Boston. Rev. Patrick B. Murphy, pastor; Rev. Michael E. Doherty, Rev. John F. James and Rev. George A. Scully, assistant pastors.

Church of the Annunciation of the Blessed Virgin (Syrian), 178 Harrison Avenue. Rt. Rev. Nicholas Gannam, pastor; Rev. Atanassias Gannam, assistant pastor.

Church of the Assumption, Sumner Street, East Boston. Rev. William J. Barry, pastor. Rev. John B. Condon and Rev. William H. Ullrich, assistant pastors.

Church of the Blessed Sacrament, Centre, corner Creighton, Roxbury. Rev. A. T. Connolly, pastor. Revs. John F. Madden, Edmond D. Daly, Francis X. Kelleher, assistant pastors.

Church of the Holy Trinity (German), 140 Shawmut Avenue. Rev. Charles P. Gisler, S. J., rector. Rev. Joseph A. Keller, S. J., Rev. Francis J. Marchl, S. J., and Rev. Herman J. Adelman, S. J., assistant rectors.

Church of the Immaculate Conception, Harrison Avenue corner East Concord. Rev. James T. McCormick, S. J., rector.

Church of the Most Holy Redeemer, Maverick, corner London, East Boston. Rev. William B. Whalen, pastor. Rev. Cornelius Foley, assistant pastor.

Church of the Most Precious Blood, Maple, corner Oak, Hyde Park. Rev. Henry T. Grady, pastor. Rev. Edward J. Fraher, Rev. Daniel J. O'Connor, Rev. John J. Dignan, assistant pastors.

Church of the Sacred Heart, Brooks, corner Paris, East Boston. Rev. James H. O'Neil, pastor. Rev. Patrick J. McCarthy, Rev. Edward E. Murphy, assistant pastors.

Church of the Sacred Heart, Brown Avenue corner Ashland, Roslindale. Rev. John F. Cummins, pastor; Rev. Eugene A. Twomey, Rev. Henry C. Reardon, assistant pastors.

Church of the Sacred Heart (Ukrainian), 138 Arlington. Rev. Joseph Pelecovich, pastor.

Church of the Sacred Heart of Jesus (Italian), 12 North Square. Rev. Lino Merlo, pastor. Rev. Francis Berti, Rev. Oreste Alussi, Rev. Pio Parolin, Rev. Agostino Lazarin, assistants.

Notre Dame des Victoires (French), 25 Isabella. Rev. Henri deLa Chapelle, pastor. Rev. Henri Thiery, Rev. Francis Remy, Rev. August Reis, assistant pastors.

Our Lady of Pompeii, 3 Florence. Rev. Pasquale DiMilla, pastor; Rev. Pietro Barbieri, assistant pastor.

St. Adalbert, 1446 River, Hyde Park. Rev. Alexander Syski, pastor.
St. Ambrose, 240 Adams, Dorchester. Rev. John H. Harrigan, pastor. Rev. Joseph P. Murphy, Rev. Dennis J. Maguire, assistant pastors.
St. Andrews, Walk Hill Street, Forest Hills. Rev. Patrick J. Durkin, pastor. Rev. Francis P. Doyle, assistant pastor.
St. Angela's, Blue Hill Avenue corner Fremont, Mat. Rev. Francis J. Ryan, pastor. Rev. Edward D. Maguire and Rev. Augustus McMahon, assistant pastors.
St. Ann's, Neponset Avenue corner Ashmont, Dorchester. Rev. John J. O'Donnell, pastor. Rev. Francis P. Foley, Rev. Patrick J. Scannell, Rev. John P. Hennessey, assistant pastors.
St. Anne's Church, 86 Milton Avenue, Readv. Rev. David F. Regan, pastor. Rev. Leo A. O'Leary, assistant pastor.
St. Anthony, Holton corner Athol, Allston. Rev. Nicholas J. Murphy, pastor. Rev. Timothy Gleason and Rev. George McColgan, assistants.
St. Augustine, Dorchester, near East Eighth. Rev. Joseph F. Coppinger, I. P. P. rector. Rev. William J. Kenney, Rev. Thomas F. Devlin, Rev. Thomas F. Garrity, Rev. Richard A. Burke, assistant pastors.
St. Catherine, 49 Vine, Charlestown. Rev. Thomas R. McCoy, pastor. Rev. Daniel J. Golden, Rev. Henry J. Evers, curates.
St. Cecilia, Belvidere Street. Rev. David D. Ryan, pastor. Revs. John J. Fletcher, Ambrose Walker, Mark C. Driscoll, Edward J. Campbell, Ovid Chaput, assistants.
St. Columbkille, Market corner Arlington, Brighton. Rev. Joseph V. Tracy, pastor. Revs. John W. Mahoney, William J. Desmond, Oscar R. O'Gorman, Charles J. White, assistants.
St. Eulalia, O Street corner East Broadway. Rev. Mortimer E. Twomey, pastor.
St. Francis de Sales, 303 Bunker Hill Street, Charlestown. Rev. Thomas F. MacCormack, pastor. Rev. Charles B. Gaffney, Rev. George H. Quigley, Rev. Francis X. Quinn, curates.
St. Francis de Sales, 110 Vernon Street, Roxbury. Rev. William T. Deasy, pastor; Revs. Joseph Keenan, Patrick J. Lydon, assistant pastors.
St. Gregory's, 2221 Dorchester Avenue, Dorchester. Rev. Francis X. Dolan, pastor; Rev. Richard F. Howard, Rev. William Daly, Rev. Francis B. Murphy, assistants.
St. Hugh's, Blue Hill Avenue, corner Schuyler, Roxbury. Rt. Rev. Patrick J. Supple, pastor.
St. James, 125 Harrison Avenue, near Kneeland. Rev. Philip J. O'Donnell, pastor. Revs. Albert J. Shea, Robert E. Lee, and Lawrence P. Morrison, assistant pastors.
St. John the Baptist (Portuguese), 336 Saratoga, East Boston. Rev. Paul L. Despouy, pastor.
St. John's, Blue Hill Avenue, corner Woodcliff, Roxbury. Rt. Rev. Patrick J. Supple, pastor. Rev. John J. McMahon, Rev. James Grimes, Rev. Francis L. Thomas, Rev. David B. Waters, curates.
St. Joseph's, Chambers, corner Allen Street. Rev. Charles P. Heaney, pastor. Rev. James D. Canarie, Rev. Joseph J. Smith, and Rev. Joseph M. Holland, assistants.
St. Joseph's, Breed, opposite Ashley, Orient Heights. Rev. Francis Cronin, pastor; Rev. Daniel A. McCabe, assistant pastor.
St. Joseph's of Roxbury, Circuit Street. Rt. Rev. Michael J. Splaine, pastor. Rev. Dennis F. Sullivan, Rev. John J. Phelan, Rev. Garrett J. Condon, S. T. L., assistants.
St. Lazarus (Italian), Ashley near Breed, Orient Heights. Rev. Lodovico Toma, pastor.
St. Leo's, 100 Esmond, Dorchester. Rev. Francis A. Cunningham, pastor. Rev. E. Ambrose Gallagher, assistant.

St. Leonard's of Port Maurice (Italian), 33 Prince.

St. Margaret's, 806 Columbia Road, corner Dorchester Avenue. Rev. William A. Ryan, pastor. Revs. John W. Churchward, Leo E. Sullivan and Joseph A. Brandley, assistant pastors.

St. Mark's, 1725 Dorchester Avenue, Dorchester. Rev. John A. Daly, pastor. Rev. Francis V. Cummings, Rev. William F. Toohig, Rev. John J. Scollan, assistants.

St. Mary of the Angels, Columbus Avenue corner Walnut Avenue, Roxbury. Rev. Charles A. Finnigan, pastor. Rev. Walter A. Quinlan, Rev. Francis McGrath, assistant pastors.

St. Mary of the Sacred Heart, Endicott corner Thacher Street. Rev. Augustus J. Duarte, S. J., pastor. Rev. Charles F. Arnold, S. J., Rev. Henry A. Leary, S. J., Rev. James F. Leary, S. J., Rev. John C. Coughlan, S. J., Rev. Joseph P. Green, S. J., Rev. William J. Stanton, S. J., Rev. Francis B. Goeding, S. J., Rev. Charles J. McIntire, S. J., Rev. Daniel J. Cronin, S. J., Rev. John G. Covenly, S. J., assistants.

St. Mary's, Warren corner Winthrop, Charlestown. Rev. John W. McMahon, pastor. Rev. James H. Phalan, assistant pastor. Rev. Michael J. Murphy, Rev. James A. Donnelly, Rev. James L. Davey, curates.

St. Mary's Star of the Sea, Saratoga, corner Moore, East Boston. Rev. William H. McDonough, pastor. Rev. Richard S. Millard, Rev. Bennett J. O'Brien and Rev. Thomas F. Brennan, assistant pastors.

St. Matthew's Church, 33 Stanton Street, Dorchester. Rt. Rev. Edward F. Hurley, pastor. Rev. Robert Hinchcliffe, Rev. Daniel F. Burke, assistant pastors.

St. Monica's Church, 385 Dorchester Street, South Boston. Rev. Francis J. Kenney, pastor. Rev. John J. Johnson, Rev. John Cashman, assistant pastors.

St. Patrick's, Dudley Street corner Dunmore Street, Roxbury. Rev. William J. Casey, pastor. Rev. John J. Donahue, Rev. Timothy J. Donovan, Rev. D. Edward O'Bryan, Rev. Andrew J. Corbett, assistant pastors.

St. Paul's, 24 Hartford Street, Dorchester. Rev. John J. Farrell, pastor. Revs. Frederick J. Allchin, William A. Connor, Michael J. Norton, assistants.

St. Peter and St. Paul, 55 West Broadway, South Boston. Rev. James A. O'Rourke, pastor. Rev. Timothy J. O'Connor, Rev. James Fitzsimons, and Rev. James A. Hicks, assistants.

St. Peter's, Meeting House Hill, Dorchester. Rt. Rev. Joseph G. Anderson, rector.

St. Peter's Lithuanian, 75 West Fifth Street, South Boston. Rev. Casmir Urbanowicz, pastor. Rev. Francis W. Strokoskas, assistant pastor.

St. Philip's and Old St. Patrick's, Harrison Avenue, corner East Lenox Street. Rev. Peter Foley, pastor. Rev. James F. Welsh, Rev. George S. Brennan, Rev. William Keville, assistant pastors.

St. Stephen's, Hanover Street, corner Clark Street. Rev. Charles J. Ring, pastor. Rev. John H. Powers, assistant pastor.

St. Theresa, Spring Street, West Roxbury. Rev. John F. Broderick, pastor. Rev. William J. Connolly, assistant pastor.

St. Thomas, 97 South Street, Jamaica Plain. Rev. Edward J. Moriarty, pastor. Revs. Florence W. McCarthy, William Scully and Maurice Flynn, assistant pastors.

St. Vincent de Paul, corner West Third Street. Rt. Rev. George J. Patterson, pastor. Rev. Timothy C. Sullivan, Rev. William B. Foley, Rev. Edmund J. Haynes, assistant pastors.

St. William's, Dorchester Avenue corner Belfort Street, Dorchester. Rev. David J. Murphy, pastor. Rev. Francis Eagan, Rev. Edward I. O'Brien, assistant pastors.

SPIRITUALIST.

Unity Church Inc. (Spiritual Science), Jordan Hall, Huntington Avenue, Rev. Frederick A. Wiggan, pastor.

Universalist Spiritual Church, 30 Huntington Avenue. Frederick Nicholson, pastor.

UNIVERSALIST.

Headquarters, 176 Newbury Street.

All Souls Universalist, 70 White Street, East Boston.

Church of the Redemption (Second Church), Boylston Street corner Ipswich Street. Rev. Stephen H. Roblin, D. D., pastor, 13 Regent Circle, Brookline.

First Universalist Church, Thompson Square, Charlestown. Rev. Roger F. Etz, pastor.

Grove Hall Universalist Church, 70 Washington Street, corner Wilder Street, Dorchester. Rev. Flint M. Bissell, pastor.

Roxbury Universalist Church, Buena Vista Street, corner Fenno Street, Roxbury. Rev. Stanley G. Spear, pastor.

St. Paul's, Rockview, opposite St. John Street, Jamaica Plain. Rev. James F. Perkins, acting pastor.

VARIOUS DENOMINATIONS.

African Orthodox Church, 528 Massachusetts Avenue, Rev. Oscar W. Hollinsed, pastor.

All Nation Church, 81 Shawmut Avenue.

American Rescue Workers, 380 Tremont Street.

Anchor Mission, 122 Ruggles Street.

Annie Besant Lodge (Theosophy) 739 Boylston Street, rooms 112-114.

Apostolic Faith Assembly of the P. A. of W., 819 Tremont Street.

Armenian Apostolic Church, 397 Shawmut Avenue.

Armenian Brethren in Christ Mission, 613 Massachusetts Avenue. V. S. Bilzikian, superintendent.

Bethel Pentacostal Apostolic Church of Boston, Inc., 986 Tremont Street.

Bethshan Pentacostal Assembly, 681 Tremont Street. Rev. Hortense M. Pruden, pastor.

Bible Truth Hall, 25 Huntington Avenue, rooms 213-219.

Blue Hill Evangelical Society, East Milton Street, corner Hamilton Street, Readville.

Boston Community Church, 467 Stuart Street.

Boston Unity Truth Centre (Practical Christianity) 142 Berkeley Street.

Chapel of Vedanta Centre of Boston, 176 Marlborough Street, Swami Paramananda in charge.

Chinese Mission of New England, Inc., 16 Oxford Street. Mrs. E. D. Mason, superintendent, 25 Clinton Road, Brookline.

Christadelphians, Caledonian Building, 53 Berkeley Street.

Christian and Missionary Alliance, 30 Kenilworth Street, Roxbury. Rev. E. J. Evans, superintendent.

Church Invisible, The, 482 Beacon Street.

Church of Christ of the Apostolic Faith, Inc., 819 Tremont Street, Roxbury.

Church of God and Saints of Christ, 34 Woodbury Street, Bishop William H. Plummer, pastor.

Church of God Holiness Mission, 561 Shawmut Avenue.

Church of God in Christ. Elder, R. H. Stephens, 1119 Tremont Street.

Church of God in Christ, The House of the Lord No. 1, 148-150 Lenox Street.

Common Cause Forum, Franklin Union, 41 Berkeley Street.

Faith Mission Church, 15 Sawyer Street.

First Union Church of Hyde Park, Readville, near River, Readville.

Ford Hall Forum Sunday Evening Meetings, 15 Ashburton Place, room 300. George W. Coleman, chairman.
German Reformed Christ Church, Chestnut Avenue, opposite Sheridan Street, Jamaica Plain. Rev. George A. Godduhn, pastor.
Gospel Lighthouse, 561 Shawmut Avenue, Roxbury.
Gospel Mission, 720b Shawmut Avenue
Greek Orthodox Church of the Annunciation, Parker Street, corner Ruggles Street, Roxbury. Rev. Emmanuel Papastefanou, pastor.
Greek Orthodox Church, 10 Warrenton Street. Rev. Joakim E. Malahies, pastor.
Holy Apostolic Assembly of God, 7 Arnold Street, Roxbury.
Holy Apostolic Christian Church of the P. A. W., 593 Shawmut Avenue. Rev. Clement R. Wilkes, pastor.
Holy Christian Church of the Apostolic Faith of N. E., 738 Shawmut Avenue. Bishop J. E. Harris, pastor.
Holy Trinity Russian Orthodox Catholic Church, 9 Dearborn Street, Roxbury. Rev. J. E. Grigorieff, pastor.
Home of the Healing Light, 1 Queensberry Street.
Home of the Truth (Practical Christianity), 111 Newbury Street.
Hope Mission, 554 Massachusetts Avenue.
House of Prayer, 550 Shawmut Avenue.
Independent Spiritual Church, 99 Windsor Street.
Italian Mission, 69 Trenton Street, East Boston. Rev. Archibald A. Forshee, executive secretary; Rev. Charles L. Page, associate secretary, 525 Tremont Temple.
Merrimac Mission, Inc., 107 Staniford Street, Jacob Fritz, superintendent; David W. Moffat, treasurer; Isaac T. Ripley, secretary.
Metaphysical Club (Practical Christianity), 234 Boylston Street.
New Thought Church and School Inc., 739 Boylston Street, room 133.
Old South Forum, Old South Meeting House, Washington Street, corner Milk Street.
Parish of All-Strangers, 899 Boylston Street, room 300. Rev. Eugene C. Webster, chaplain.
Rescue Mission, 15 Sawyer Street, Roxbury.
St. James A. O. Church, 1202 Tremont Street.
Salvation Army, 1522 Washington Street; 14-16 Warrenton Street; 23 Vernon Street, Roxbury; 146 Hanover Street (Scandinavian), 42 Saratoga Street, East Boston.
Seventh Day Adventist Mission, 85 Cabot Street. Elder Herbert D. Greene.
Syrian Baptist Mission, 74 Tyler Street.
Union Rescue Mission, 3 Dover Street, P. E., call supt.
Unity House, 7 Park Square.
Unity Mission, 545 Columbus Avenue. Rev. Richard H. Norton, pastor.
Young Men's Sunday Service Boston Y. M. C. A. Building, 316 Huntington Avenue.

CHAPTER XVII.

CHARITABLE AND PHILANTHROPIC ACTIVITY.

The charities and philanthropic activities of a great city cannot with any adequacy be described or even recorded with any degree of completeness, within the limits of a chapter. One may enumerate the various institutions, societies, foundations and organizations that have been formed to care for the unfortunate, the suffering, the needy; and one may add the sums that are yearly expended in philanthropies by the municipality, State and corporations. There are reports that have dozens of closely printed pages used merely for the listing of the charitable bodies of the city. Other pages bulk large with figures that astound and still are only the annual amounts paid out by these incorporated charities. To these should be added, if it were possible, the individual, unadvertised, often secret, steady flow of benevolence quite unknown to statistics. One of the largest items of expenditure by the city is for public welfare; the State adds to this amount its dole, a large one, for it is more and more recognized that the responsibility for the needy rests upon the State rather than upon the municipality; add the amounts expended by both State and city, multiply the total by five, and one has some notion of the wealth used by the community for the alleviation of the ills of its people. An attempt to picture the charities and philanthropies of today would only lead to an unfinished daub, a canvas utterly lacking in beauty because smothered with detail.

Boston has always been notable in the thought and care bestowed upon the unfortunate within its bounds. More than two hundred years ago Increase Mather said: "For charity, he might indeed speak it without flattery, this town (Boston) hath not many equals on the face of the earth." About a century later, Josiah Quincy in an address made the boast, "To no city has Boston ever been second in its spirit of liberality." In 1923, England thought so well of the philanthropic institutions of Boston as to send a delegation of her wisest citizens to study the city's methods of poor relief. The city has nothing in its history of charity of which it cannot be proud *if* her record is always compared with others of the same period. In philanthropy, as in many other things, Boston has always been a leader, a pioneer, marking out the way in which others have been wise to walk.

Perhaps a better appreciation may be had of the heights to which public relief has climbed in the present day, by a comparison of the methods of the early days with the present. While doing it, one must not forget that Boston and New England were not in any sense behind their age,

rather, as has been said, the city was in the van of every movement tending toward uplift and helpfulness.

Boston was fortunate in being settled by men many of whom were wealthy, as wealth went then. There was also a company backing the colonists in the venture, and a wise leader who foresaw many of the difficulties that would confront the pioneers, and took measures to prevent some of them. Nevertheless, there were many who were indebted to the company for their passage to Boston, and such possessions as they had upon arrival. Many were under the immediate necessity of getting a living in a land to whose rigors they were unaccustomed, and from whose harsh surface they must wrest their very food. They were poor, and before the first winter they were reduced to absolute want. The town survived the ordeal, but its people were two centuries in getting over a fear, that was almost a hatred, of poverty.

Perhaps the hurt done to the spirit of the first settlers of Boston was the reason for many of the severities heaped upon the poor for years. Says Robert W. Kelso, writing in 1925 on the legal phase of poor relief: "Barring Old England, with her debtor prisons and her poor law unions, there is probably not another chapter in the annals of poverty among civilized peoples so drab and dry of true sympathy as that of Colonial Massachusetts; nor yet such a record so pregnant with the quality of justice, or so replete with those salient principles, however slowly developing, which combined in their final stage to make up a wholesome social program among self-governing people. Like the dry, unlovely arms of the century plant, the practices of those earlier decades embraced within their harsh outline a flower, coming slowly into bloom, a system of social service which is still far short of ideal, but which in those early days of the twentieth century stands out in American experience as an example to the world. So great is the contrast between the methods of the olden times and the public opinion of today that the government is busy seeking to redefine its nomenclature of poor relief in milder phrase, and to profess somehow, a complete denial of the existence of the pauper."

There was little need to provide for the poor at first in any formal manner, for the early Boston was only a small community. The needy were allotted land for cultivation, and had a share in the use of the common field; fuel could be brought from the wood-lots. The very few helpless unfortunate were cared for in the homes of those who had plenty. The affairs of the people were not numerous, neither did they require any elaborate government. Hence the town assembly system developed which provided the laws under which Boston lived for nearly two centuries. A committee known as selectmen performed most of the business in the town, including looking after the needy. Charity was principally

a private activity, and many were the bequests made "to the poore." The selectmen saw to the carrying out of the provisions of these bequests. Hence there was an almshouse provided for by private benefactions as early as 1662. This burned, and in 1682 the town was taxed for the rebuilding of "an Almshouse and a Workehouse," the first of the houses of this nature erected throughout Massachusetts. The almshouse was not general until after 1700.

The first efforts to solve the pauper question of the Bostonians was of a preventive character. All sorts of rules were passed in the town meetings. Many of these seem very harsh when brought to the attention of the present generation. Most strenuous were the efforts to prevent the influx of newcomers who might become a burden to the town. Laws were passed whereby an outsider had to be "Lycensed to come and dwell within this Government." Usually some one in the town had to be responsible for a visitor, even to furnishing a bond that he would not stay over a certain short period. Any person wishing to settle had to pass an examination more severe than that now required by a college. The newcomer not only had to be of the same religion, but must show that he had means enough to prevent his becoming a public dependent. Land could not be bought without the concurrence of the whole town. There grew a custom of warning all settlers of recent arrival to leave the town every so often. These laws were not based on any lack of cordiality or hospitality, most of the warnings being formal. But the intention was to shift the responsibility for the poor upon other shoulders.

Despite all preventive measures, pauperism increased, and the burdens loaded upon the towns increased. Boston built, as has been stated, the first of the almshouses, but this was evidently a small affair, quite inadequate to the needs of the town, it being necessary to care for the unfortunate in other ways. The usual method was to auction off the poor to the lowest bidder. The tavern was the scene of the sale, where those who could afford to speculate, bought in the child, or the widow, paying a price based on the bidder's idea of the amount of work there could be gotten out of the unfortunate pauper. The widows, the more numerous class, brought the most money. Families were divided without compunction, the mother, father and children being indentured to different individuals. There was no town supervision over the bidders, and the auctioned pauper received about the same care that a wise driver would give his horse, perhaps not as much, for the town usually contracted to bury any of those sold, if they failed to live out the term for which they had been purchased.

Boston not only ran the largest auction in the colony, but was the first to see the evil of it and to try some other method. The first change was

to require the sale of the poor in groups to individuals who agreed to run what amounted to an almshouse. But since this house had to be a money maker for its owner or the inmates would be returned to the town, it was but a few years before Boston realized that if a private individual could handle the poor and make money out of the business, then the town could do it and save money. This was the beginning of the almshouse system in Massachusetts.

The almshouse is today one of the better means of caring for dependents, but the unsupervised money-making almshouse of early Boston was a vile thing. There was little separation of sexes; there was no classification of age or condition. The little child was housed with the prostitute, the vagrant, the idiot and the maniac. These houses were schools for crime, breeders of immorality and chronic pauperism. The early poor-house was a producer of the very class of degenerate pauper it desired to eliminate. The Boston almshouse of 1660 tried to provide in its later years "for the separation of the vicious from the worthy poor" but without success. In 1692, a colonial act provided that the care of the poor should be committed to "overseers of the poor," a body that has persisted to the present. By 1712 the almshouse was a jail, a house of correction, and a home for the dependents. There had been no provision made for the employment of the able-bodied inmates as late as 1735. In 1790 a committee reported: "The almshouse in Boston is, perhaps, the only instance known where persons of every description and disease are lodged under the same roof and in some instances in the same contagious apartments, by which means the sick are disturbed by the noise of the healthy, and the infirm rendered liable to the vices and diseases of the diseased and profligate."

Early in the following century, measures were taken to stop the wasteful methods of giving relief to the needy, and to improve the conditions of those who had to be cared for by the town. Houses of industry were recommended, and in order to carry out the provisions of the recommendation, Boston, in 1821, made an appropriation of $41,000 for a House of Industry to be located in South Boston. Boston had become a city before the new house was ready for occupancy (1823). This house was situated on a tract of sixty-three acres, upon which was built the House of Correction in 1824. The House of Correction was intended as a place of reformation for juvenile offenders, but was not fully completed until 1832. In 1837, South Boston was made the home of a third institution, a hospital for the insane. Until within a few years of this time, the insane and idiotic had been treated as criminals rather than diseased. A law of 1836 required every county to maintain "a suitable apartment or receptacle for idiot and insane persons."

Boston now (1837) was far in advance of Massachusetts in its provisions for the unfortunate; the Commonwealth was also ahead of other nearby states in its philanthropic works. The city had the only almshouse in Massachusetts, the only house of correction for juveniles, and one of the two insane asylums in the State. But, although this was less than a hundred years ago, the poor were still under the suspicion of being almost criminals, and it was only just being recognized that insanity was a disease. It cannot be said that the city bore its leadership with grace, for it resented the misuse of its institutions by the citizens of less favored localities. Boston was fast becoming the Mecca of the vagrant, and the homeless. Emigration from other lands, particularly Ireland, was adding to the difficulties of the city. The Irish Famine in 1847 and 1848, sent thousands of the famine-stricken to the Port of Boston. In two months during 1847, no fewer than 400 immigrants were received in the House of Industry. Temporary quarters had to be erected on Deer Island. Boston resented the filling of her institutions with folk who had no claim upon her philanthropy. South Boston, too, objected to the further building and the maintenance of those institutions which had been thrust upon the district. She threatened to set up a separate government, because the municipality had made it "the Botany Bay of the city into which could be thrust those establishments which the city fathers would consider nuisances in the neighborhood of their private residences." In particular, South Boston wanted the House of Industry removed; Deer Island being suggested as a better location.

The inhabitants of South Boston had to wait some years before their wishes were considered. In 1849 the removal of the House of Industry to Deer Island was authorized. The new almshouse was not completed until 1852, however, this at the then great cost of $184,000. In that same year the Commonwealth undertook the care of her own paupers, thus removing those housed in the Boston institutions and also deprived the city of the income that had been paid it heretofore by the State. The city institutions at this time were capable of housing 1,300 inmates, and to them had been added this costly new building for which there were practically no inmates. The dilema led to fortunate results, for in 1857 the House of Reformation, the House of Correction, the House of Industry, and the Hospital for the Insane were brought under the management of a single board of twelve directors of the Department of Institutions. The buildings in South Boston were sold, and Deer Island thereafter was the center of the institutional aid of the municipality.

In so thriving a city, there could be no let up in the provisions made for municipal institutions. Not only must ever increasing appropriations be made for the ever enlarging number of the unfortunate, but for new buildings. The increasing humanity in the care of the poor and the

criminal tended to better classification of the individuals and their separation. The House of Industry housed both the poor and the criminal; in 1862 half of the inmates of the house were serving sentences for minor offenses. To relieve the situation, the male paupers were removed to Rainsford Island. In 1873, a new almshouse was built in West Roxbury. Meanwhile, the City Hospital had been started in 1857 which was not completed until 1864. In 1860 plans were made for the erection of a suitable Insane Hospital in the town of Winthrop. This was to be an expensive and elaborate structure, but Mayor Norcross vetoed the appropriation (1865) and before anything further was done, the hospital at Danvers was built. The Austin Farm House was opened to female paupers in 1877. In this same year the Marcella Street Home for poor and neglected children was opened for boys in what had been the Roxbury Almshouse; and in 1881 the girls of this class were provided for in a nearby building. Charlestown, Dorchester and Brighton, now parts of Boston, each had its almshouse.

Boston had now reached what might be termed the modern period of public philanthropic and correctional activity. Most of the former inhumane ideas of the treatment to be meted out to the unfortunates had been dropped. Science was being called upon to solve many of the problems. Private support and inception of charities were greatly increasing. The city was paying out more than ever, but doing it more intelligently and with better grace. To sum up the situation fifty years ago, the city of Boston was caring for its poor and criminal in nine institutions, all of which were under the management of twelve Directors of Public Institutions, appointed by the city council. These consisted of: one for male paupers at Rainsford Island; one for females at West Roxbury; one for both sexes at Charlestown; a school for boys and another for girls at Marcella Street; the House of Industry and the House of Reformation for juvenile offenders on Deer Island; the Lunatic Asylum and the House of Correction at South Boston. Possibly to these should be added the City Hospital under a separate board of trustees. A Charity Bureau had been established on Chardon Street, which was the headquarters of the overseers of the poor, the city physician and several charitable associations. There was a city Temporary Home, for the immediate relief of the poor, particularly women and children. Nearby was the Lodge for the Wayfarers where men could get a bath, bed and a meal at the cost of a little labor.

The tendency during the last half century has been towards fewer municipal institutions of charity, and the centralization of control. In numbers, enough have been taken over by the State to counter-balance the new means originated and carried on by the city. Where formerly the city or town shouldered the whole problem of the care of the unfor-

tunate, criminal or other, much of the load is now borne by the Commonwealth. Less than a century has passed since the State took definite measures to provide for the welfare of the pauper, the sick and the criminal. The first constructive step taken by Massachusetts in the care of the State poor, was the establishment of the three almshouses at Tewksbury, Bridgewater and Monson, which were filled to their capacity (1500) within a fortnight. The first State hospital for the insane, which had been until this time regarded as criminal rather than diseased, was opened in 1834. Little provision had been made for the idiotic until 1878, when the State shared in the support of a private institution, the Massachusetts School for the Idiotic and Feeble-minded. By 1858, there were seven State institutions, three for the insane and four for the State poor. There were also a prison and two reform schools. In 1863, the work of State charities was given into the hands of the Board of State Charities. On December 1, 1919, this board was reorganized as the State Department of Public Welfare, with a single Commissioner responsible for its administration to the Governor and Legislature, but subject to the advice and veto of an unpaid advisory board of six members.

Stated briefly, the major functions of this department, which is still in force, are five in number: 1. The general supervision of the five State institutions, viz: the State Infirmary; the Hospital School for crippled and deformed children; the three industrial schools for juvenile delinquents; the Industrial School for Girls at Lancaster. 2. Supervision of the local relief and the audit of city and town claims for relief extended to the unsettled poor. 3. The supervision of incorporated charities. 4. Partial supervision of local boards on housing and town planning. 5. The care, custody and maintenance of State minor wards. There are a number of other institutions in the State under different departments, so that Massachusetts has at present thirteen establishments for the treatment and the care of the insane, and three for the feeble-minded. There are five State and more than twenty-five local institutions for the tubercular, and three industrial schools.

The assumption by the Commonwealth of so many of the duties that formerly devolved upon the city, has been of great aid in enabling the municipality to handle better its own particular charitable burdens. The sums spent by the city have constantly increased, but can now be used for needs that are more nearly local. The tremendous part played by private charity in affording suitable and sufficient facilities for the care of the sick and needy of Boston will be shown later in this chapter. But for the benevolence of individuals and organizations, the city must surely have failed in its attempts to amelioriate the condition of the unfortunate.

During the last quarter century changes have been many. In 1902, the South Boston House of Correction was emptied, the inmates transferred to a new home on Deer Island. By 1908 the Island was overcrowded. The almshouse at Long Island became more of a hospital than a poorhouse, and the almshouse at Charlestown was reserved for the aged. (The old Charlestown Almshouse was sold in 1911 to the Boston Elevated Railway, the inmates going to Long Island.) By 1916 the average number on Long Island was 954; the value of the buildings was placed at $1,386,000. Pauper children in recent years have been placed in country homes permitting the closing of the Marcella Street Home. The Parental Schools were done away with in 1914, the boys being compelled to attend various disciplinary day schools, a part of the school system. The buildings of the Parental schools were turned over to the City Hospital becoming the West Department of that great institution. The Suffolk School for Boys was closed in 1920, the most of its inmates being placed on probation, the rest sent to State training schools. The average number in the House of Correction on Deer Island has steadily declined from 1,579 in 1909 to 242 in 1920. Accounts of the City Hospital, the Hospital for the Insane, and the newest of the city's charitable institutions, the hospital for the consumptive, dating from 1906, can be found in another chapter.

The charitable activities of municipal Boston are under the direction of the Overseers of the Public Welfare, working with the Health, Hospital, Institutions and other departments. As a department of the present name, it dates only from 1921, when an act of the Legislature chose the now used nomenclature. Before then, it had been known since 1772 as the Overseers of the Poor, and had functioned evidently since 1690. In its charge are the Wayfarers' Lodge; the Temporary Home for Women and Children; and "Out-door relief" which is after all the main function of the Board, and the most difficult to administrate. It is also incorporated as a Board of Trustees of the John Boylston's and other charitable city funds. In 1925, these funds amounted to $1,015,063, the annual income from which was about $37,000.

The more recent additions in the way of buildings is the Charity Building of three stories, 1927; and the Temporary Home for Women and Children, 1926, both erected upon the sites of the structures they replace, both of which dated from 1869. The Temporary Home provides every reasonable comfort for its patrons. The Charity Building has its first floor occupied by the Administration Department of the Overseers. The remaining floors supply space for the following charitable societies: The Boston Provident Association, Family Welfare Society, Confidential Exchange, Industrial Aid Society, German Aid Society, Society of St. Vincent de Paul, and the Coöperative Workrooms.

There is also a large conference room to provide for meetings of the various organizations engaged in welfare work.

The number of trust funds held by the city on February 1, 1925, for various purposes was 146, representing a total value of $19,049,281. The earliest dates back to 1674, viz., Gibson School Fund.

The largest bequest is that of George F. Parkman, now invested in bonds valued at $5,455,653. The income from this fund ($215,708 in 1924) is used for the upkeep and improvement of the older parks. The Franklin Park Zoölogical Garden and the Marine Park Aquarium, costing together $532,698, are notable attractions provided from income of this fund, also important improvements in the Common and Public Garden.

Nearly as large is the bequest of the late George Robert White. This consists of first-class real estate in the business section valued at $4,922,400, also a fund of $330,000 invested in bonds. The total revenue in the year 1924-25 was $426,670 from which $265,026 was expended for the health unit building on North Margin Street and $136,467 for taxes.

In accordance with the Boston Retirement Act of 1922, the new pension system went into effect on February 1, 1923, and three funds were established, the care of which was vested in the Boston Retirement Board. These are (1) Pension Accumulation, $1,829,367; (2) Annuity Savings, $837,584; (3) Retirement Reserve, $4,477; total $2,671,428, as of February 1, 1925. The Pension Accumulation Fund consists of contributions by the city; the Annuity Savings is made up of regular 4 per cent. deductions from the salaries of employees; the Retirement Reserve includes transfers, at retirement, of the proper sums from the other funds to meet pension dues.

With the income from the seventeen funds in charge of the Overseers of the Public Welfare, the principal of which is $1,015,063, pensioners and other beneficiaries to the number of 234 were added during the year 1924-25. The two oldest and most widely serviceable of these funds, now amounting to $207,636, were bequeathed by John Boylston in 1793, one to assist "Poor and decayed householders of the town of Boston . . . . not under fifty years of age . . . . persons of good character, and reduced by the act of Providence, not by indolence, extravagance or other vice"; the other for the "nurture and instruction of Poor Orphans and Deserted Children of the town of Boston until fourteen years of age."

Benjamin Franklin made a bequest in 1790 of £1,000 sterling to the "inhabitants of the town of Boston," to be increased by accumulations of interest until the first period of 100 years had passed when, as provided in the will, three-fourths of the accumulated fund was to be expended for the public benefit, the remaining fourth to be left to accumu-

late during another 100-year period. Owing to suits in the courts, first by the Franklin heirs in 1891 and later by parties seeking to have a legitimate board of managers appointed, the fund of $438,742 did not become available until 1907, when it was mostly used for the erection of the Franklin Trades School or Franklin Union as now called. The building, located at the corner of Berkeley and Appleton streets, South End, was opened in September, 1908, costing with equipment $402,718. The site was purchased by the city in 1906 for $100,000. In 1905 the City Treasurer received from Andrew Carnegie, $408,396 in bonds of United States Steel Corporation, said sum corresponding to the accumulated Franklin Fund in August, 1904, which Mr. Carnegie had agreed to duplicate. The income from this separate fund (the Andrew Carnegie Donation) is applied to the maintenance of the Franklin Union, but meets only a small part of that expense, most of which is covered by receipts from tuitions, rents, etc. On February 1, 1925, the principal of this duplicate fund was $460,478. During the past year, 1,768 students took advantage of the various industrial, technical and engineering courses here offered by the city at nominal fees, and mostly conducted in evening sessions.

The remaining quarter of the original Franklin Fund, called the accumulating fund, amounted to $373,232 on February 1, 1925. It will not become available until 1991, at which time this fund was estimated by Franklin to amount to approximately $4,000,000 of which one-fourth will go to Boston and the remainder to the State.

Looking back at the obstacles encountered, it seems certain that Benjamin Franklin's legacy was finally put to its best use, chiefly owing to the wise judgment and public spirit of the corporation and managers of the Franklin Fund.

The larger of the funds for the pensioning of public school teachers on retirement, the Public School Teachers' Retirement Fund, started in 1900, amounted on February 1, 1925, to $887,182. This is a contributory fund, 3,594 teachers paying $18 a year thereto. Of the 315 annuitants, 309 receive $120 per year and the six others smaller amounts. Another teachers' fund is the Permanent School Pension Fund ($586,390), established in 1908, being noncontributory and provided by the city. The maximum pension is $600, the minimum $312, and 329 retired teachers were receiving pensions on February 1, 1925.

There are twenty-three other school funds amounting to $172,383, nearly all of which represent bequests to certain schools in which the donors were interested. Benjamin Franklin's interest in Boston is further shown by his legacy of £100 sterling, now increased to a fund of $1,000, the income of which is used to furnish silver medals as honorary rewards to graduates of the four principal high schools who have

attained high rank in scholarship and conduct. From twenty to twenty-five medals are thus distributed yearly.

In 1913, there was established by statute a general cemetery trust fund, to be held by the City Treasurer, and the annual income of the Cemetery Department was ordered to be paid into said fund. Up to February 1, 1925, this fund had accumulated to a total of $609,267. It is to continue to accumulate until large enough to yield an income sufficient to meet the annual expenses of the service now in charge of the Cemetery Division of the Park Department. There are nine other cemetery trust funds, amounting to $347,979, the income from which is used for perpetual care of the specified cemetery lots.

The Boston Public Library receives the yearly income from forty-five trust funds, ranging from $500 to $100,000 and amounting to $612,-863, but the total received from all of these is only about $24,000, which does not go far toward increasing the supply of the books and periodicals needed for so large a library. In 1924 the number of books thus added was 3,866 out of a total of 67,315 volumes purchased, but only $13,093 was expended that year from trust fund income.

Boston's most beneficent public institution, the City Hospital, holds twenty-three permanent funds, the total of which is $117,780, the income being used for various special purposes in behalf of the patients. The larger bequests, such as that of $237,500 for the "Thorndike Memorial," received in 1919, 1922, and 1923, have as a rule been expended for new hospital buildings and equipment instead of being invested in securities for maintaining permanent funds.

Of the twenty-one other miscellaneous trust funds held by the city, the Police Charitable, amounting to $207,550, is the largest, sixty-two beneficiaries having received $7,451 from income of same during the past year.

Thoughtful of the poor children, regardless of race or creed, George L. Randidge left a fund of $50,000 in 1896 for the sole purpose of providing free summer excursions for them. In July and August, 1924, there were forty-six such outings enjoyed by 13,265 children.

By the bequest of Jonathan Phillips, in 1860, the Phillips Street Fund, amounting to $20,000, was established, the income to be used for the adornment of streets, public grounds, etc. By this means, many of the statues and memorial monuments have been fittingly mounted and inscribed, also various historical tablets provided, among the earliest being the statues of John Winthrop, Samuel Adams, and Josiah Quincy in 1879 and 1880. The William Blackstone monumental tablet on Boston Common, erected in 1914, is one of the latest memorials furnished from this fund.

The foregoing is but a bit of statistics giving the figures of the public bequests and trust funds of the city. Far more interesting would be accounts of the lives of the benefactors whose beneficence created many of these funds, reminiscent of the other great givers to Boston. Some day a book will be written, filled with just such stories, for it would take a very large book to record them. And one reading such a work would realize as he had not before, that to some, Boston was not merely a municipality, but a vital living being with body and soul needing gifts that might be cared for, and that the climax in their lives was to leave to such ends the wealth, or a part of it, that she had given to them.

It may be that William Blackstone, the first white man to live within the bounds of the present city, was not only the first, but perhaps the greatest of Boston's benefactors. The Supreme Court of the Commonwealth has decided that the Boston Common is not the property of any but the people. Blackstone's forty acre farm is the most precious possession the Boston folk have, one, it is to be hoped, that may never be lost to our children's children and the generations that follow them. To George F. Parkman and his largest of gifts must the largest share be credited for the continued care and preservation of the Common. A strange man he was, educated, brilliant, a lawyer, a financier, but a recluse, never understood. His father was Dr. George Parkman, an able physician who had much to do with the establishment of the McLean Hospital for the blind. The son was called back from Paris by the news of his father's murder. From this tragedy, George Francis Parkman never was able to break away, his career, bright with promise, was ended before it had really started. He was the secret benefactor throughout his life, but his bequest of $5,500,000 "to be applied to the maintenance and improvement of the Common and parks now (1908) existing" was a surprise to all, but gave the citizens of Boston a glimpse of the spirit of this sad, much misunderstood gentleman.

In the olden days Boston lacked a market house. Where the old State House now stands there was an open market place, but New England hasn't just the climate that calls for an outdoor shopping center. Peter Faneuil, a prosperous business man of the town, and the heir of a still more wealthy uncle, felt the inconvenience of such a place. In July, 1740, he offered "to erect a noble and complete structure to be improved for a market for the sole use, benefit and advantage of the town, provided that the town of Boston would pass a vote as shall be thought necessary and constantly supported for the said use." The offer all but failed of acceptance as the vote taken by the citizens only gave a majority of seven. Two years were required for the erection of the market, meanwhile a hall was built above the sales section. It was the hall that made the market famous, for it became the famous "Cradle of Liberty," the

treasure of a whole nation. The name of the donor was given to the hall, and the fact that, in 1761, the structure was burned and rebuilt from the proceeds of a lottery does not offset the truth of the statement that both market and hall came to Boston from Peter Faneuil. Peter died March 3, 1743, the event being suitably recognized by the town people.

The story of Benjamin Franklin is too well known to need repetition; what Boston has not told, Philadelphia has. Franklin left to both cities a thousand pounds sterling to be invested for a hundred years, after which sixty-nine per cent. of the total at that time was to be used in the creation of a trade school. At the end of the century, 1891, the Boston fund amounted to $320,000; Philadelphia had only accumulated $76,000. The Franklin Union on the corner of Appleton and Berkeley streets, was erected and equipped at a cost of $427,991.64. The school fills a unique place in education, in that it is one of the few institutions built and equipped solely for the instruction of adults.

Andrew Carnegie, possibly because of a kinship in financial philosophy, gave, in 1905, $408,396.48, the income of which was to be used for the expenses of the Union. It is hoped that some other wealthy man and philosopher will add to the too small endowment of this valuable result of Franklin's canny wisdom and philanthropy.

The large results growing out of a small trust fund wisely handled and continued over a long period of years has appealed to the minds of many as is witnessed by the great number held by the city. The Randidge Fund, the bequest of a Boston tailor, affords many a pleasant and healthful summer excursion to the children of the city. The Foss 17th of June and Flag Fund, gives annually a small sum to aid in the celebration of the Battle of Bunker Hill. There is an Ellen C. Johnson fund which paid for the erection and care of a drinking fountain at the entrance to the Fens. John Phillips created by his will, upon his death in 1860, a fund which has supplied the city during the last sixty-seven years many of its statues of distinguished Bostonians. John Fitzgerald, recently, in honor of his father, Thomas, started a fund to be held in trust for a century to be used for some public purpose.

One can grasp more readily the significance of the small fund, but is somewhat abashed by trying to conceive of the possibilities of such a funded amount as that given by the will of the late George Robert White. A native of Lynnfield, born July 19, 1847, he started to work when seventeen in the office of Weeks and Potter of Boston, he being admitted to the firm when twenty-six. In 1883, with Andrew G. Weeks and Warren G. Potter, he organized the Potter Drug and Chemical Company, with which concern he continued throughout his life. A patron of the Art

Museum of the College of Pharmacy, of the town of Acton, in which the earlier years of his life had been spent, he had given liberally to them and to other institutions all through his career. Upon his death, he provided by his will $100,000 to the Museum of Fine Arts, a like sum to the Massachusetts General Hospital, $100,000 to the Children's Hospital, the rest of the property going to the city of Boston, "the same to be held as a permanent charitable trust fund to be known as the George Robert White Fund, the net income of which is only to be used for creating works of public utility and beauty for the use and enjoyment of the inhabitants of the city. It is my intention that no part of said income however, shall be used for religious, political, educational, or any purpose which it shall be the duty of the city in the ordinary course of events to provide." He further provided that "no substantial expenditure shall be made for any purpose until it shall have been under consideration by the trustees for at least three months." In other provisions Mr. White made clear that moneys spent were not to be frittered away on minor objects, but "used only for important civic improvements."

The first accumulation of the income was expended for an institution, the purpose of which surely would have met the approval of the donor. This was the erection of a "Health Unit" in the North End, an establishment for the preventive treatment of children so as to bring about their proper bringing up and growth, and the teaching of the mature in the care of their bodies. This crowded section of Boston has thus been provided with the advantages of intelligent foresight and care such as even the more wealthy sections of the city might envy. The babies are brought in as they are born, and the mother given suggestions and aid in their care. As the child grows older, their proper development is looked after. An oculist inspects the eyes, a dentist cares for the teeth, exercises are provided, while a number of district nurses are waiting to answer the call of the ill. The Health Unit is another of Boston's unique establishments, one containing great possibilities. As this is being written (1927) another unit is being created at East Boston. It seems likely that the income from the George Robert White Fund will be allowed to accumulate until some great building for the housing of public gatherings, a second Cradle of Liberty, can be erected and be to the name of the giver what Faneuil Hall has been to Peter Faneuil.

In the chapter having to do with the medical affairs of Boston, there is brought to one's attention some of the most remarkable philanthropic enterprises of the city. The hospital seems to appeal to the benevolent spirit of many, and millions of dollars have been given or bequeathed to the medical institutions. The two Brigham hospitals, beautifully built and located, amply endowed, stand as a memorial of Peter Bent Brigham,

Robert Breck Brigham and Elizabeth Fay Brigham. They were uncle, nephew and niece, thorough Yankees from Bakersfield, Vermont. Peter peddled fish for his first work in Boston; his nephew joined him in the making of a paying restaurant business. Means once secured were invested in real estate, in railroads—Peter was one of the directors of the Fitchburg Railroad—in industrial concerns, until the uncle had acquired a fortune of $3,000,000 before his death. This was left to build a hospital when it had been allowed to accumulate to a sufficient amount. When the hospital that bears his name was opened, November 12, 1914, it had cost $1,250,000 to build, and the fund for its maintenance stood at $5,000,000.

Robert Breck Brigham inherited the money-making ability of his uncle. He founded the Brigham Hotel in 1882 on the site where Garret Brown had his house and garden in 1636, near which was the Liberty Tree, the old elm cut down by the Tories in 1775. The house became a tavern known as Liberty Hall, the meeting place of the Sons of Liberty. In 1822, on the site was built the Lafayette Hotel, where the Marquis received a glass of wine when visiting the new chartered city of Boston that same year. Robert's sister, Elizabeth Fay, came to assist him in the management of the Brigham Hotel, and shared in the prosperity that came to them. In 1900 Robert Brigham died; nine years later his sister passed away. They provided in their wills for the creation of the Robert Breck Brigham Hospital for Incurables, on which is the inscription "Erected by Robert B. and Elizabeth F. Brigham." The building was completed in 1914 and was used for the relief of the wounded in the World War, in 1923 being turned over to the purpose for which it had been constructed. The two hospitals stand high on the hills of Roxbury, some distance apart, but either by intent or accident, facing each other. Robert Brigham's will also provided for the annual payment of $1,000 to twenty-two charitable institutions, all save one located in Boston.

On November 12, 1914, the Forsyth Dental Infirmary for Children was dedicated, a most remarkable charity. Within ten years 150,000 youthful patients had been treated for dental faults, and diseases of the throat and ear, an evidence of the need is supplied. The fee paid by the children for their treatment is the large sum of five cents. The Infirmary, a beautiful building, the seventy-five doctors and others who use their skill, the training school in connection with the institution, are the result of a passing suggestion by a dentist to John Hamilton Forsyth, the second oldest of four brothers. This brother died, leaving an unsigned will providing for the use of $500,000 in the founding of an infirmary. Before the provisions had been carried out the youngest brother, George Henry, died, and the two surviving brothers added to the amount a sum sufficient

to not only erect and equip the infirmary, which cost more than $1,000,000, but endowed it with double the sum that its work might not be limited by any lack of means. A splendid memorial, splendidly done, but even now, although the infirmary was opened in 1914, very few citizens of Boston know anything about the Forsyths, father and four sons, who spent nearly three quarters of a century within the city limits. Of distinguished ancestry, successful in business, they contented themselves in the able management of a single business, leaving the white marble memorial as their contribution to the notable institutions of Boston. One might multiply instances of men who gave to our hospitals. Andrew Carney, in 1863, gave the hospital that bears his name, which is under the direction of the Sisters of Charity of St. Vincent de Paul. George L. Thorndike left $237,500 to the city of Boston to be used in coöperation with the City Hospital to erect a hospital in memory of his brother, William H. Thorndike, for nearly twenty-five years a visiting surgeon in the city establishment. The Faulkner Hospital, Jamaica Plain, was given by Dr. George Faulkner and his wife as a memorial to their daughter, Mary. The hospital was instituted in 1900.

Quite along other lines are the gifts of Henry Lee Higginson to music, Eben D. Jordan to opera, John Lowell to literature, Mrs. Jack Gardner and Mrs. Robert D. Evans to art. Henry Lee Higginson, coming to Boston when four years of age, entered Harvard in 1850 but had to give up his studies on account of the weakness of his eyes. He sailed to Europe and spent some time in the study of music. Twenty-two years later he founded the Boston Symphony Orchestra, his great gift to the city. He was responsible for the possession by Harvard of the Soldiers Field. It was but a marsh on the Brighton side of the Charles River, a marsh beloved by Longfellow, but of little value intrinsically. He dedicated it to men who like him had served well during the Civil War, but who had paid the final sacrifice. Higginson, a major and cavalry man, had been severely wounded by sabre and bullet in a hand to hand fight at Asby's Gap in the Blue Ridge Mountains, but had recovered and turned his attention to business. Harvard is still further indebted to him for his gift of the Harvard Union, the club house erected for the use of all students; and for his work with the university covering many years.

To Boston, the name of Major Higginson means that of the founder of its prized Symphony Orchestra. From 1881 until his death in 1919, he managed the institution, was its principal backer, paying out great sums to make up the yearly deficit the organization made. In his eightieth year, he spoke to the members of the orchestra somewhat in this fashion: "Sixty years ago I wished to be a musician, therefore I went to Vienna, where I studied two and a half years diligently, learning something of

music, something about musicians, and other things—that I had no talent for music. I heard there, and in other cities, the best orchestras, and much wished that our country should have such fine orchestras. I watched musical conditions in Boston, hoping to make them better. I believed that an orchestra of excellent music, under one head, devoted to a single purpose, could produce fine results, and wished for the ability to support such an undertaking, for I saw that it was impossible to give music at fair prices and make the orchestra pay expenses—beyond the fine gift of a very dear friend I have borne the cost alone. I faced contracts with seventy men and a conductor expecting a loss of $20,000 a year; giving the conductor every power possible." Perhaps the pluckiest yet saddest experience with the Symphony came during the World War when upon him was thrust the responsibility of maintaining the orchestra which was made up chiefly of enemy aliens. The known deficit made up by Mr. Higginson during the third of a century of his connection with it totalled nearly one million dollars.

Eben Jordan (1857-1916), class mate of Roosevelt at Harvard in the class of 1880, wished to have grand opera cared for in Boston on the scale of Higginson's orchestra. He wanted it to be provided with an adequate building, one well located, one in which a long series of operas could be given by a home organization. He erected the beautiful Boston Opera House farther up Huntington Avenue from Symphony Hall. The house could hardly have been bettered, the expenditures for a producing company were not limited. For some few seasons, opera flourished in Boston, but at great expense to those who stood behind it. The conditions growing out of the World War, added to those already extant, crushed the enterprise and in 1916 the Opera House was sold. While now used as a theatre, it still provides the place where performances of opera are given annually by visiting companies.

Mr. Jordan also, and earlier, built Jordan Hall in the New England Conservatory of Music, where are held the concerts of students and invited artists. There are several other evidences of his philanthropy and interest in Boston. Seemingly he felt that some of the wealth that came to him through that department store that might well be called one of Boston's institutions, that the Jordan Marsh Company ought to be used for the betterment of the people who made that wealth possible.

Isabella Stewart came from New York as the wife of John L. Gardner, Jr., and by her vivid personality, brilliancy of mind, and occasional eccentricities won a fame and a name of more than local character. She became "Mrs. Jack Gardner," a woman of fashion, traveler of distinction, interested in music, art and literature, and a collector of beautiful and unique things. She built a palace on the filled-in marshes of the southern

part of the city, which was fitly called Fenway Court, a true Italian palace where summer was kept captive under glass. She furnished it as pleased her, filling it with pictures, statues, tapestries, objects of art. Upon her death, all that she had wrought was given to the city, with ample funds to maintain it; but, with it was the provision that everything should be left as she had arranged it under the penalty of its being sold, and the proceeds given to Harvard University. This rare beneficence is one of the delights of Boston, where the work-weary visitor is free to come and forget his cares in a vision of the lovely and unusual.

The Museum of Fine Arts is, of course, the art center of Boston. Founded in 1870, its perfections are the results of years of intelligent selection. The present gallery was erected in 1909, the result of several years of study of the museums of the world. The noble extension that looks out over the Fens, whose façade is a work of art in itself, is the gift of Mrs. Robert D. Evans. She is but one of the many benefactors who have made the museum possible.

For awhile we have been reviewing the givers and their gifts of more recent times. There is one of nearly a century ago that should not be forgotten, since it has much to do with maintaining the place of Boston as a center of learning. In 1839, the Lowell Institute was established in fulfilment of the provisions of the will of John Lowell, Jr., which gave nearly a quarter of a million for the purpose. What the Institute is, and does, is told in the chapter on education. Briefly the Institute has given the citizens of New England the opportunity of listening to lectures covering many fields, delivered by men eminent in the line on which they spoke. In the first half century of the institution four hundred and twenty-seven regular courses of lectures were given in the Institute, besides many in the name of such societies as the Academy of Arts and Sciences and the Massachusetts Historical Society. A list of the men who have held the platform includes such names as Silliman, Lyell, Agassiz, Tyndall, Everett, Lyman Abbott, Mark Hopkins, Sparks, Felton, J. R. Lowell, Norton, Howells, Fiske, Bryce, Holmes, and recently General Maurice of the British Army, author of a history of Robert E. Lee.

Besides the lecture course, there is a free evening school, now under the auspices of the Massachusetts Institute of Technology. The plan of the founder of the Institute was evidently taken from a like one in France, where a course of free lectures is given to the public, and also to classes of students. The fund was never large enough to carry out the intention of its giver; the income from it is now expended solely for lectures. The Lowell family is of even more interest than the institution, and few others have played a more important part in the prog-

ress of New England. One of the first of the family was the first minister in Newburyport; his son was Judge John Lowell, jurist and statesman, who wrote and introduced the clause in the Massachusetts Bill of Rights, 1780, the first prohibition of slavery by statute in this country. His son, Francis Cabot Lowell, did more than any other one person to establish the textile industry in America, shortly after the War of 1812. John Lowell, Jr., the next in line, the founder of the Institute, was a successful merchant, a great traveler, who died in Bombay when only thirty-four. One of the provisions of the legacy to the Institute was that a Lowell, by preference one in direct descent from his grandfather, John Lowell, should be the sole trustee of the Institute. John Amory Lowell was the first trustee, serving nearly forty years; he was succeeded by his son, Augustus Lowell; he in turn to be followed by his son, Abbott Lawrence Lowell, the honored president of Harvard University.

Great benefactions, and great givers, are easily remembered, if only by their size, but the spirit that has been Boston's from very early times had inspired many small philanthropies, which in the aggregate have brought large results. In the Franklin Fund one has an example of what the time element means in the growth of small sums multiplied by years. Then, too, what was a great benefaction of an earlier period is not so considered now when large figures are a commonplace. With the single exception of Girard's gift to Philadelphia, Lowell's bequest was, at that day, the largest ever bequeathed for the endowment of a literary institution. And it was less than a quarter of a million of dollars, and founded well under a century ago. The first known gift to Boston was made nearly thrice as far back as that to the Lowell Institute. It was made to the poor of the city by Stephen Winthrop, the fourth son of the famous Governor, and was willed May 3, 1658. William Paddy's legacy of "fifteene pounds" was received that same year. Between that date and 1697, there were many donations to the town for the care of the poor, the most of which went for the erection of an almshouse. The Charlestown Poor's Fund was founded in 1674; the Stoughton Poor Fund of Dorchester in 1701. What a total has been expended during two centuries and a half from the income of these funds.

In 1735, Boston town was authorized by law to receive and manage the gifts made to it for the poor; in 1772, the overseers of the poor were incorporated to give a stronger legal status to this distributing body. The amount of property they might hold was limited to £60,000 (the sum now held in trust by the city was, in 1925, $19,000,000). The first of the gifts to the overseers mentioned on their records has a romantic interest and offers a striking illustration of the uncertainties of life. This

donation was made in 1760 by one who refused to have his name made known. The "interest thereon to be given by them to Such Person or Persons of good character who, by the Providence of God, have been reduced from affluence or good circumstances to Penury and Want." Twenty-five years later the donor had to solicit "that charity which he once little expected to want." The Board aided him from the funds in their hands, but respecting his reluctance to have his name made known, referred on their books to this earliest of founders as "A. B., known by the Board to be the person who, under that signature, gave £66 13s. 4d. into the hands of the overseers . . . . he being now reduced, and is a real object of the charity which his benevolence first instituted." The fund started by A. B. is now the Pemberton or General Fund; Benjamin Pemberton, an overseer in 1708, from whom the title was taken, was simply a larger giver to the fund and not its founder.

Before ending this discussion of funds and their founders, it is but fair to record the names, at least, of some of the minor benefactors of the city and the funds they established. The John Boylston Fund of 1795, for the poor of over fifty and the needy children under fourteen, has already been mentioned. The George William Stoughton Fund of 1701 was of but fifty pounds. David Jeffries, in 1786, gave a sum, the interest from which was to be used for the purchase of tea, coffee, chocolate and sugar for the poor. It was added to the general fund in 1908 by the Supreme Court decision. Samuel Dexter, in 1880, established a fund, the income of which was to be expended for firewood. One by Caleb Pierce, gave to Charlestown moneys that fuel might be given to the widows in the town. The Holton Protestant Fund benefits the inhabitants of Brighton by seeing that the needy have something on Thanksgiving Day to be thankful for. The Holton Protestant Pauper Fund of Brighton was established by the same James Holton, and went to aid the "paupers of the place on holidays." Jonathan Mason's bequest of 1798 was to be invested and the income paid to chaplains in the Alms and Work Houses. It now goes to the chaplains of the House of Industry. The David Sears Fund for charitable purposes, has grown like the Boylston, to large proportions, although small in its beginnings. The Lucy Bull Fund came from an estate in Cambridge which was bequeathed to Boston in 1832. Elisha Goodnow left $5,000, Rachel Stevens, nearly a like sum, the income to be used for the needy. The Moses Hunt Fund (1889) of $10,000, gives aid to the poor of Charlestown, and the George L. Thorndike Fund (1901) must be expended to furnish the poor of East Boston with coal. The Nathaniel Frederic Thayer Fund, established by Caroline C. Thayer in 1900, was founded for the benefit of the widows and single women of the community. The will of Susan T. Balch added to this fund during the same year.

Thus far in this chapter the attention has been directed mainly to governmental charities, those by the municipality as a political body, and to funds or gifts intrusted to public authorities for management and control. But the private philanthropies far outnumber those of both these classes and are too many to even be possible of complete listing, their number so increase and change month by month. "A Directory of the Charitable and Beneficent Organizations of Boston" issued by the Associated Charities Society in 1880, divides the different organizations into twelve classes, and gives the total number as 487. Besides this, there are enumerated 187 charitable agencies, not coming under its arbitrary selection, making a total of 695; and all this some nearly fifty years ago. In 1924, the Boston Council of Social Agencies published a "Directory of the Social Agencies of Boston" which gave a more restricted list of the philanthropies of the city, but which numbered more than 1,200 such agencies. From one standpoint, there is nothing remarkable in these large numbers, for there have been years when as many as seventy private charitable institutions have been organized in Boston. But from any viewpoint, the large number of organizations for social welfare is one of the wonders of modern civilization, and the place Boston holds in this activity is quite beyond its growth in population. The features of her expansion may account for some of this, at least for the need, since her growth has been by outside accession first from one race and then another, many of whom were immigrants and lacking in wealth, education and appreciation of what was best.

The Scots' Charitable Society, one that still survives, was the first to be founded, and preceded its nearest successor by sixty-three years. "In 1652 . . . . the ship 'John and Sara' arrived bringing two hundred and seventy-two Scotchmen who had been taken prisoners in the disastrous battle of Dunbar, where 4,000 fell and 10,000 became prisoners of war to Cromwell. As the shortest way of disposing of these, they were shipped off to the colonies, there to be sold for service." Five years later "Some Gentlemen Merchants and others of the Scots' Nation residing in Boston, New England, from a compassionate concern & affection to their indigent Countrymen, voluntarily formed themselves into a charitable Society, Anno Domini 1657, which did subsist some years . . . . This charitable design was again revived Anno Domini 1684; their Number and Abilities considerably increased . . . . This Society has ever since without interruption been continued & promoted to the Compassionate and Seasonable Relief of many." It was in no sense a foreign society any more than are the associations now in the city which give relief to the peoples of seventeen different nationalities.

The founding of Harvard College, 1638, the Scots' Charitable Society and the Charlestown Poor's Fund comprise the benevolent organizations

dating prior to 1700. For the next hundred years, the list of additions include: The Stoughton Poor Fund, 1701; Quarterly Charity Lecture, 1720, which survived nearly two centuries; the Charitable Irish Society, 1737; Poor Widow's Fund, 1759; Pemberton Fund, 1760, though founded on an earlier benefaction; Massachusetts Congregational Charitable Society, 1786; Jeffries Fund, 1786; Massachusetts Humane Society, 1786; Franklin Fund, 1791; Roxbury Charitable Fund, 1794; Massachusetts Charitable Fire Society, 1794; Boylston Funds (2), 1795; Boston Dispensary, 1796; and the Mason Fund of 1798. To complete the list of philanthropic organizations founded at least a century ago: The Boston Female Asylum, 1800; Massachusetts Bible Society, 1809; Dexter Fund, 1811; Massachusetts General Hospital, 1811; Howard Benevolent Society, 1812; Widows' Society, 1816; Fragment Society, 1816; British Charitable Society, 1816; American Tract Society, 1816; City Missionary Society, 1816; American College and Educational Society, 1816; Society for Promoting Theological Education, 1816; Boston Fatherless and Widows' Society, 1817; McLean Asylum for the Insane, 1818 (now a part of the General Hospital); Penitent Female Refuge and Bethesda Society, 1818; Devens Benevolent Society, 1819; Massachusetts Baptist Charitable Society, 1821; Massachusetts Charitable Eye and Ear Infirmary, 1824; Young Men's Benevolent Society, 1827.

As may be seen, several of these organizations became notable institutions as the years passed. The General Hospital is not only the earliest but possibly the largest of its class in New England. It was followed by other important like institutions such as The Eye and Ear Infirmary of 1824; the Institution of the Blind (Perkins Institute) of 1829; the Lying-in Hospital of 1832; the House of the Good Samaritan of 1860; the New England Hospital for Women of 1863; the New England Hospital for Women and Children of 1863; the Adams Nervine Asylum of 1877; the Homeopathic Hospital, chartered in 1855 but not active until 1876; the Carney Hospital of 1885; the Brigham Hospitals of 1914; and the Forsyth Dental Infirmary for Children of 1915. The histories of these and many other philanthropies of a like character are told in the chapter on Medicine.

Of another class are the many institutions and provisions started to care for the aged, the orphans, and the infirm, which take the place in private charity left unfilled by our city and State institutions. There are more than two hundred of such establishments in Boston who open their doors to, or place their means at the call of, the needy from helpless infancy to homeless age. Then there are hundreds of organizations looking toward the welfare of both man and beast, receiving and disbursing millions of dollars, and doing a work that cannot, or at least is not, done by other agencies.

Even as far back as 1749, it was recognized that one of the wisest ways to aid the poor was to enable them to help themselves by providing employment for them. The effort made met with little success. In 1827 the Young Men's Benevolent Society was established under the restriction that no relief should be given without an actual visit first being paid by some member of a standing committee. In 1851, the Boston Provident Association was organized, designed to embrace a larger field of operation and based upon the principle of careful investigation by visitation and inquiry. The city was divided into districts, with a "visitor in each by whom a limited aid was given and upon whose reports further action was taken." Robert C. Winthrop, then president, urged the erection of a central building in which might be housed the overseers of the poor, and where might meet the voluntary charitable agencies of the city. This led to the finishing of the Charity Building on Chardon Street. This building was replaced in 1927 by a three-story structure that houses the still existent Provident Association, the Family Welfare Society, Confidential Exchange, Industrial Aid Society, German Aid Society, Society of St. Vincent de Paul, and the Coöperative Work rooms. A spacious conference room provides a meeting place for various welfare organizations.

A further advance was made in the handling of the philanthropies of the city in 1879 by the forming of the Associated Charities, designed to bring all the charitable agencies into closer coöperation, and especially to enable the citizens of Boston to make use of these agencies readily and wisely. Its object was to help the poor to help themselves, to guide them to needed relief, if possible by their own exertions, if not, then to sources of relief, and to detect imposture and prevent pauperism. Another forward step was taken when this association was reorganized as the Family Welfare Society.

The modern tendency is to soften the nomenclature of charity work, no longer do we hear of "paupers," but the change made in the new society was more than merely in title. The breadth of its outlook is indicated by the brief statement of its purpose: "The promotion of better family life." It aims to do this by the direct relief of distress, the encouragement of volunteer service, by fostering joint effort in social work, by endeavoring to interpret social facts so as to lead to the improvement of conditions by a thoroughly aroused public consciousness, and by other dependable methods. How great is its work can be judged by the numbers engaged in it, rather than by its accomplishments, since many, possibly the most of these, cannot be stated in figures or even estimated with any degree of accuracy. In 1927, the Family Welfare Society maintained a staff consisting of 33 professionally trained men and women, and 30

others who conduct the 14 district offices in the city and the Bureau for the Aged. Besides these paid workers, the society employs 421 volunteers, and has the aid and advice of local committees in the various districts.

Into the manifold activities of the society we will not go. Its ancient foundation and its present height of attainment have been mentioned because of its important position as a clearing house as well as an agency of direct relief for the charities of the municipality. It mobilizes the many agencies for work in their respective fields in a way quite impossible except by such an organization. The business of the society in part is to know where relief agencies are to be found, and bring the needy in touch with them. A precautionary work is done by the social service exchange, which is the real clearing house for hundreds of organizations throughout the State, in the prevention of useless duplication of effort, by the having on file and the sending to inquiring agencies, the names of those who have applied for aid in Boston or elsewhere. There are more than 600,000 names on these files. Another organization which moves along similar but not along the same lines, is the Council of Social Agencies, whose directory has been mentioned. The common criticism of charitable societies, of which there are 250 in one class, is that they are inefficient and duplicate each other's work. The Council, formed but a few years ago, tries to prevent just such conditions; and what is of equal import, endeavors to fill up the gaps which exist between the welfare agencies in any community.

A number of the larger philanthropies of Boston have already been mentioned in this chapter. In the chapter on the medical profession, something has been written concerning the medical institutions of the city, the most of which were founded and maintained by private benefactions. To single out and tell about some of the agencies of social welfare tends towards invidious comparisons, but certain examples or samples of classes of helpful organizations should be pointed out, if for no better reason than that they will indicate how manifold and wide-spread are the charitable and philanthropic activities of Boston. Some are very important, others are large, some cover fields quite unrealized by the average person, others seem always under the eyes, some are very novel, some very valuable, are curiously unknown.

There is the Morgan Memorial. It is a great religious, philanthropic, industrial organization with property valued at nearly a quarter of a million dollars, and giving direct aid to several thousands, and is of indirect benefit to many more thousands. Nevertheless the average Bostonian knows little about it. If he misses an old coat his wife may tell him it has gone into a "Morgan Bag," and perhaps surprise him by tell-

ing that there are some 120,000 such bags in as many homes in the city. If he should happen to step into the department store on the first floor of the Industrial building on Shaw Street, he might be able to buy back his coat if he could find it among the numerous articles exposed for sale. Perhaps he might have to look in one of the branch stores operated in Roxbury, South Boston, East Boston, Charlestown, East Cambridge and the West End. The Morgan Memorial bags, into which go articles no longer of use to the family, are the bases from which this impressive institution works. All manner of stuff is received in this way, upon some of it, many needy are given employment, and from the sale of it, much of the income of the society is received. In 1926 the wages paid out by the Memorial amounted to $159,000.

The stores and the "bags" are but two of the activities of the institution. The main divisions of the Memorial are the Children's Settlement, the Fred H. Peavy Seminary Settlement, the Industrial Building, the Eliza A. Henry Home, and the farm and vacation camp at South Athol. The work of the Children's Settlement is too varied to be outlined, except to state that it covers every conceivable end of such an institution. It reaches thirty nationalities, and is located in what were formerly some of the roughest, most immoral localities of Boston. The Peavy Settlement gives all classes of men and wandering boys a chance to regain and rebuild their manhood. The Industrial feature of the Memorial, the Goodwill work shops and the stores, not only give an immediate opportunity to those who need it most, to earn money at once, but to receive training that will fit them for permanent and better paying employment. It is here that the 120,000 bags serve both to give work to the idle and clothing for the needy. The Eliza A. Henry Home in the Back Bay district, gives to the elderly working woman and married students comfortable living quarters with a home atmosphere. The Morgan Memorial Coöperative Industries and Stores, Inc., to give this institution its legal title, is a many sided charity, and some of those who now stand high among their fellows have the Memorial to thank for their renewed hold on life and their bettered position.

The word "settlement" crops out in any discussion of welfare work, and there are a number of settlement houses, so called, in Boston. The term no longer means a building in the slums of a city where social workers, mostly untrained, try "to better conditions." If there were ever "houses" of this sort, they passed away before the modern times. The unsuccessful debutantes must find some work more within their range than patronizing the poor. The multiplication of welfare agencies relieved the "settlement" of many of the burdens which not only overloaded it, but prevented its accomplishment of definite work. The set-

tlement of the present day is either a social centre in name and in fact, or a society that is specializing on some needed phase of helpful activity.

The Frances E. Willard Settlement started in 1894 by Miss Caroline M. Caswell, who until 1926 was the president, was one of the first of the settlement organizations in New England, and for a long time confined its efforts to a somewhat haphazard program of general neighborhood benefit. As time went on, the work narrowed, but strengthened to an organization for the care and help of women. The three small rooms in Hanover Street, where the settlement had its first quarters, have expanded into the Chambers Street house, once Vincent Hospital, purchased in 1907, the chapel and clubhouse adjoining, a farm home in Bedford and a small hospital in Northboro. Plans have been drawn for a larger and better home for incurables at Bedford, to be erected at a cost of $200,000. This is to be named the Homestead, and will do its part in solving the problem of the women of modern means, sick with an incurable disease. The Bedford farm, 185 acres with a large house, was purchased for a rest home for elderly women. This is Llewsac Lodge, to which has been added another building, the Nellie Evelyn Cook Hall, both intended for the able-bodied. The hospital at Northboro was formerly Miss Caswell's home, given by her in 1925, for the care of the crippled and invalided. There is also the Marrietta Worthen Memorial at Bedford, and a vacation camp at North Conway, New Hampshire. All these homes involve a business annually of $100,000, two-thirds of which is borne by the residents who pay what they are able. The values of the properties, beyond all indebtedness amounts to more than a quarter of a million dollars.

Such is the outline of the change and development of what was first a small settlement activity. There are others in the city which, if not in size, have made as great a change in policy. The Norfolk House Centre is an example of a settlement operation that also has expanded its original purpose. This house in Roxbury was once the most fashionable suburban hotel near Boston. It rose full five stories in height and marked the terminus of the Roxbury horse-car line. Before that the Norfolk House was the first stage-stop on the run from Boston to Providence. Today, the automobile hurries by and few slow down enough to enable the occupants to see that the hotel is the community centre for the Highland district. The organization that founded the work here, started in 1883 as the South End Industrial School at 45 Bartlett Street, but so extended its program that when the Norfolk House was put on the market in 1914, it was bought and the present name given to the work. It is not only an effective community centre in all that the name implies, with many-sided activities, but is also the district headquarters

of the Community Health Association, the Family Welfare Association, the Milk Fund and the North American Civic League for Immigrants.

The Family Welfare Association needs no further explanation, the purpose of the Milk Fund is self-explanatory, while the Civic League follows the line of such leagues to be found in most of our cities where the Americanization of our foreign new-comers is a vital necessity. The Community Health Association is a thoroughly modern attempt to create a healthy community—not merely by making the sick well but in the prevention of illness. It represents the combination of the Instructive District Nursing and the Baby Hygiene associations, which with a force of 125 nurses and other trained workers conduct a city-wide service along both of the above mentioned lines. Besides attendance is provided, but what is probably of greater importance is teaching of mothers and children how to retain good health. That two large life insurance companies pay half of the expenses of this association to care for its policy holders does not lessen the value of the service rendered by the organization, or make it any the less one of the finest of the philanthropies of the city. Of the 240,000 visits paid by the nurses and others of the association during 1926, only the small majority were policy holders in these companies. For 1927, more than $320,000 was to be expended. Of this $28,000 was to come from endowments, $148,000 from the insurance companies and fees, the rest from citizens of Boston who believe in a healthy and healthful community.

There are many "homes" in Boston for the unfortunate of many classes, for the blind, crippled, destitute of all ages, sexes and nationalities. Homes for the aged are numerous, the Home for Aged Men at 133 Springfield Avenue and the Home for Aged Women at South Huntington Avenue and Jamaica Way, being the most notable. The Home for Aged Men dates from 1860, although not opened until the next year. Until 1870 it was housed at 17 South Street, moving from thence, 1870, to the present building which had been a hospital and soldiers' home. The lack of room has determined the requirements for entrance which are: The payment of $150 and age of 55 or more, and the possession of good physical and mental health. About fifty may be accommodated at one time, but aid is yearly given to double that number. The Home for Aged Women is very much larger, accommodations even in the past years being provided for about a hundred persons. It antedates the Men's Home, having been founded in 1849, and quite surpasses it in nearly every respect, now, 1927, that it has moved into its splendid modern quarters.

The needs of children have been given probably more attention by the philanthropic agencies of the city than any other class. Few mu-

nicipalities in this country have made finer or more complete provisions for its youth than has Boston. Its children's hospitals, asylums, homes, are often the models after which other places pattern. The phases of activity are too numerous to be described, but some record should be made of the Boys' Club of Boston, one of the first and among the largest of such organizations. It began its career in 1893 over a grocery store at 402 Main Street, Charlestown. After five years, it was for two decades at 10 Wood Street, in a building that in 1914 was more than a century and a quarter old. In that year $150,000 was secured for the main building on Green Street. In 1925 this clubhouse was doubled in size by the addition of a large auditorium and a very large gymnasium. So much for the material advance in a third of a century. Its members in 1927, numbered 6,000, and membership is confined to those between 8 and 21. The highest dues required is $1.50, the average being a dollar. The difference between the less than $6,000 received for the boys and the $60,000 expended during 1926 was given by those interested in the organization. It was of this club that President Coolidge said: "Here let them learn self-reliance and self-control, the foundation of that self-support and self-government on which alone rests the great ideal of America, the rule of the people."

The sentence of the President very nearly sums up the motive that has been behind Boston's many philanthropies for the young. If the churches have been prime movers in this activity, and the word "Christian" is often included in the titles of some institutions, it is but natural. One of the first organizations formed among young men is seventy-seven years of age. It was started as a group of young men who wished to engage in the various fields of philanthropic and benevolent work in the city. The name chosen was the Young Men's Christian Union, being so incorporated in 1852. Its avowed purpose was altered somewhat just before the Union moved into its present quarters at 48 Boylston Street, a half century ago, and is better stated as being an endeavor for the upbuilding of young men in body, soul and mind. The Union is a purely local institution, its home being a place of hospitality, companionship and mental and physical training for the youth of the city. The building has a fine air of restraint, gentility and intellectualism that is thoroughly Bostonian. The membership has stood about 5,000 for a third of a century; the Gymnasium class attendance for 1926 totaled 67,132. Evening classes covering a variety of subjects began as early as 1868. Since the increased opportunities given by public and private institutions for study, instruction given in the Union is of a specialized character. The society was a pioneer in the fresh air movement for providing vacations for needy children. In 1875 it inaugurated

"country week" through which thousands of boys and girls have been privileged to enjoy vacations on farms; in 1926, nearly 2,500 such vacations were provided. So quietly has the Union held its place in the life of the city that only those who are in direct connection with it realize how valuable an institution it is. For a number of years the Union has realized its need of larger quarters, and has secured a large property in Park Square, on which is being built its new and finer home, commensurate with its importance as a down town centre for the young men of the city.

On Huntington Avenue, in the Back Bay, centre of one of the largest and most varied group of students in any city other than New York, is the splendid headquarters of the Young Men's Christian Association. It was organized a year later than the Union, celebrating its seventy-fifth anniversary on December 13, 1926. A link of the great chain of Christian institutions scattered all over the World, it was the first to be formed in the United States. Nowhere has it made a more phenomenal growth, the present membership being nearly 17,000, being limited only by the lack of facilities, although housed in an unusually large and modern building, the sixth in its history, the cornerstone of which was laid in 1912 by William Howard Taft, President of the United States. Further advance must be made rather by means of branches in the different sections of the city, rather than by any attempt to enlarge the present central plant. Such branches are being started; since 1923 work has been done in Dorchester without the advantage of a building. Plans are under way (1928) for structures fitted for its purposes in downtown Boston, which would include Charlestown and the East Boston districts, South Boston, Roxbury-Uphams Corner, Dorchester-Milton, Jamaica Plain-West Roxbury, Brighton-Allston-Brookline, South End, and Hyde Park. These buildings will cost several millions of dollars, and may take a decade or more for their construction, but their possibilities seem very real as this is written. They are, in fact, but a part of a great building program that contemplates a Y. M. C. A. hotel, an international student-house, and a separate home for the Northeastern University, its very successful educational department.

The outline of the history of the Young Men's Christian Association is something like this. On the evening of December 15, 1851, thirty-two young men, representing twenty churches, met in the organ loft of the Central Congregational Church on Winter Street. Charles Demond was made chairman of the meeting and Henry Savage Chase, secretary. Captain Thomas V. Sullivan, the "father of the Boston Association," presented a plan for organization, and Dr. George F. Bigelow, F. W. Smith, William Jameson and Pliny Nickerson, led in the

discussion of the plan and were appointed the committee on organization. At a second meeting, held in the chapel of Old South Meeting House, William W. Mair, Joseph Storey, Deacon Simonds, James M. Gordon, H. E. Armington joined with the company, and Stephen G. Deblois, H. E. Armington, Edward G. Odiorne and J. M. Gordon were added to the original committee. The final meeting for organization was held on December 29, in the same chapel and a constitution adopted. The object of the association was stated to be, "the improvement of the spiritual and mental condition of young men." The first president of the society, elected January 5, 1852, was Francis O. Watts; the first salaried officer was W. S. Broughton. The first quarters were in "Gray's new granite building" at 228 Washington Street, being opened on March 11, 1852, with 600 men present. Within five months the membership had increased to 1,200, and the original rooms were so quickly outgrown that, within a year, the association moved into Tremont Temple, where it remained for two decades. While still on the "firsts" it may be of interest to note, that during the first year the total expenditures of the new organization amounted to $6,856. The sources of income were $30 given by each of thirteen men, and $25 contributed by each of 112 others. One of the pleasant features of the 75th anniversary was the presence there of L. P. Rowland, now ninety years of age, the first general secretary of the association, although his official title was librarian.

The Civil War worked havoc with the Christian Associations of the country, their number being reduced from 240 to 60. The Boston Association survived but was brought to its lowest stage in its long history. It managed, however, to do some notable work during the conflict, and made a quick recovery afterward. The first building owned by the association was the one on the corner of Tremont and Eliot, now Stuart streets (1872-83.) The labors of Dwight L. Moody, once a member in Boston although then of Chicago, helped greatly to bring about the new accession. The gymnasium became an important feature of the society. In 1875, the association's railroad branch was started, and three years later work was begun among the sailors which led to the formation of the Army and Navy Branch. The fourth home of the Y. M. C. A. was on the corner of Berkeley and Boylston streets, the buildings being erected in 1882 at a cost of $300,000. The boys' branch was one of the enlargements of the scope of Association efforts.

From 1887 to 1895, marks the development of many of the modern features of the body. The constitution was changed; the association became a young men's affair more than it ever had been; and the Northeastern University was founded. Arthur S. Johnson was made president in 1897 and has been reëlected regularly ever since. The present broad, aggressive, and highly successful policies of the organization are,

to a great extent, the result of his capable and inspired leadership. George W. Mehaffey became general secretary in 1895, holding the position for a long period of years before being succeeded by the present incumbent, Wilman E. Adams. Frank Palmer Speare, now president of the Northeastern University, first became the educational director in 1896. To these two men, the carrying out of the policies on a large scale and well, is due.

Fire destroyed the Berkeley-Boylston plant, and, after a period in temporary quarters on Ashburton Place, the present central building on Huntington Avenue was erected, the first ground for which was turned on November 10, 1911.

Such in brief, has been the history of the Young Men's Christian Association of Boston. Many great names could be given of citizens of the city and elsewhere who have labored to make it what it is. There have been many benefactors who have come to its aid in years of necessity, when buildings have been required. It is to be remembered that the association has been to a large extent self-supporting. Charles A. Vialle was one of the most generous of these many givers, his benefactions totaling $467,000. The institution has seen many changes during its seventy-five years and more. Not only has it grown tremendously, but its methods of work and policy are as unlike those of yesterday as Boston is unlike the city of 1851. Everything has been speeded up. Today, one lives in a constant whirl, and the demands made upon the human system mentally, morally and physically are heavier than those of the years when the organization first took form. Through all these changing years with their added burdens, the association has kept pace. Less than $7,000 was spent the first year. For 1927, the budget was $1,365,072; of this sum only $142,348 was supplied by public subscriptions. Starting in an organ loft, it now has plants valued at close to $2,000,000. And all these great totals are expended for the education of youth, not simply through books, but through his play, his sports, his companionships and his religion.

It would be difficult to conclude any chapter on the charitable and philanthropic activities of Boston without leaving the reader wondering why certain welfare activities were left unmentioned, and others of lesser importance given space. Perhaps an answer may be given by an attempt to outline a summary of these activities. The following, although based on figues for 1923, given by Robert W. Kelso, secretary of the Boston Council of Social Agencies, will show something of the size of the subject if no more. Boston is the oldest city in America in the history of social welfare, and, in the completeness of its program of social work lays claim to being the most progressive.

"The extent of the welfare activities in Boston, private and public, is far greater than the public usually supposes. More than a tenth of the city and county appropriations go each year to sick aid, the housing of delinquents, the care of children and to charitable relief. This sum, totaling $4,551,894 in 1923, is divided into three parts. The Overseers of the Public Welfare spent $974,896 (net) in 1923 for mother's aid, the usual relief of poor persons, and in the conduct of the temporary home for women, and the Wayfarers' Lodge. The Institutions department expended $938,904 (net) for the maintenance of the almshouse, house of correction, jail, and the conduct of the division of child care, including overhead outlays; while the City Hospital, Boston Sanatorium and Health Department together cost $2,638,093. The public welfare service of the city is divided into three major enterprises: the care of the sick, maintenance of the dependent and the infirm in institutions; the relief of the dependent poor outside of the public infirmaries."

The care of the sick centers about the City Hospital, with its south department, west department, two relief stations, and convalescent home. Figures covering this institution have already been given. The second section institutional service for dependents and law breakers, covers the city almshouse, whose daily number of inmates average 800, of whom there averages daily 339 in hospital wards. An important part of this institutional department work is cared for in the Child Welfare Division which gave aid during the year to 813 children. The last larger feature of this department is the care and custody of law breakers, the Deer Island House of Correction reporting 2,240 persons.

The third of Boston's major municipal welfare enterprises is embodied in the department of the Overseers of the Public Welfare. The city is surely the Hub of New England as far as being the headquarters for the tramps, wanderers and the unemployed, as well as those who flock there to reap the advantages of its charities, hospitals and the like. The department, which consists of a board of twelve unpaid citizens and a staff of forty-six paid employees, administers all the laws having to do with the relief of the city poor, all temporary aid, all the sick poor not at the almshouse, all mothers' aid and a large amount of private charitable service for which, as we have seen, it was incorporated as trustees of the olden gifts to the municipality. Reference to the paragraph quoted from Mr. Kelso's report, will show that nearly a million dollars was disbursed in 1923 for just mothers' aid. The Wayfarers' Lodge gave 13,635 lodgings. The Temporary Home lodged 901 women representing 3,068 lodgings, and 911 children representing 2,446 lodgings.

The public outlays in relief and allied charities are but the smaller part of the Boston benefactions. The State Welfare Department lists

407 incorporated charitable agencies doing social work in the city. Many of these are inactive or relatively unimportant, but at least 250 may be listed as alive and vigorous. Forty-two of these aim to promote health, of which twenty-five are hospitals and eight are dispensaries. Together they give treatment yearly to about one-third of a million cases. The hospital service of Boston is adequate in most phases of the medical situation.

Societies interested in the question of child care number forty-four, thirty-eight of which are somewhat or wholly institutional in character. The other six are home finding, and child placing agencies. Probably 25,000 children are looked after yearly; the annual expenditures must amount to one and a quarter million dollars.

There are twenty-eight neighborhood organizations, which seek to cultivate higher standards of living and citizenship by creating centers for social activities. These organizations have a yearly outgo of a million and a half each year, more than half of which is paid in by the persons served. In 1920, these individuals numbered 67,000.

The fourth major section of the private social service agencies is that of family helping societies, which include all enterprises giving aid and service to the needy. Twenty-five incorporations come under this classification; five for general aid; thirteen help racial or religious groups; four give small pensions or weekly allowances; the remaining six specialize on some one line of benevolence. Seven thousand families are reached by the societies each year, the individuals helped totaling 32,000, the amount expended reaching more than a half million dollars.

Of the more than 100 organizations not included in the above classifications, forty handle incorporated charity funds; eighteen are boarding or lodging houses; eight are adult rescue missions, and the remainder exercise a wide range of functions. The total expenditures of these 250 active social agencies was annually in excess of thirteen million dollars; in 1927 this amount was estimated at fifteen million dollars. About twenty per cent. of the sum came from endowments; a quarter from benefactions by the public; and about half were reimbursements from those helped, or from one paying it for the aided. Taking the accounts for the four major divisions, as the hundred miscellaneous agencies are not included in the figures used, about seven million dollars is used yearly for service in excess of one 1,000,000 instances.

"The vast array of social service enterprises ally themselves with various church groups and coördinate their effort with those of public departments, city and State. They carry within themselves the leadership of the generous philanthropic effort to better conditions under which the people of Boston live, to make the home safer and happier.

They represent the growth of three hundred years. In their ranks has been found the leadership which has advanced Massachusetts to the foremost place in the nation in welfare laws and in the enforcement of a consistent public welfare program. Within three years, the development of the Boston Council of Social Agencies, taking in public as well as private organizations, has inaugurated a new era of coördination. One hundred and thirty-one private agencies and all the departments of city and State, touching public welfare, have united for purposes of joint study of our social problems to the end that needless duplication of money and efforts may be reduced to a minimum and a clearer vision of the community needs may be had, and a better understanding gained as to the most practicable and effective means of meeting them."

CHAPTER XVIII.

FRATERNAL ORDERS, SOCIETIES, AND CLUBS.

There seems to be something favorable in the atmosphere of Boston for the multiplication and vigorous growth of fraternal organizations and clubs. In proportion to its population, the city has more social organizations, using that term in the broadest sense, than any other place of like size. It is only fair to remember that when one writes of the population of Boston, one refers to these numbers credited to it by the census for the Metropolis, and not for the Metropolitan District which is thrice as populous, and whose residents make up quite a part of the societies and clubs which are Boston's. Many of the secret societies either originated here, or had the first American lodge established in Boston. It is the American or New England headquarters for some of the larger and many of the smaller of these organizations.

Boston, a Club City—The city is also very much of a club town, although not as markedly so as during the closing years of the last century, when dining and political clubs flourished. There are clubs of almost every conceivable kind, clubs of the strictly social character, the hospitalities of which are enjoyed by men in the various walks of life, some exceedingly exclusive; some where good fellowship counts for more than family. There are professional and business clubs; literary, art and musical organizations; athletic, yacht, country, golf, and other clubs devoted to sports and the outdoor activities; and that thoroughly modern type of club, the Women's, in the formation of which the Boston ladies have been pioneers, and whose organizations hold a foremost place in numbers, character and variety. The fraternal order and the club hold a very definite place in the life of Boston, and are typical of the best characteristics of the city. They give not merely an outlet for very normal impulses, but play a valued part in consolidating what is worthy in Metropolitan affairs, and are of a positive and permanent value in assimilating the various forces and folk which from time to time come to the city from the outside.

The Puritan Family as the Source of Fraternal Orders—When one tries to explain the rise and growth in Boston of the unusually large number of fraternal organizations, associations, societies and clubs, one is apt to seek the explanation in the Puritan origin of the place. The old time Puritan would, no doubt, repudiate such a notion with vigor not to mention horror. And yet the emphasis placed upon the family

by our forefathers, the character of the organization which ruled the early colony, together with the geographical isolation of the town during the long formative period and the era of its greatest development, all were such as to make their successors fitted and ready for social and fraternal organizations. The family was the center around which all religious, civic and social activities gathered. A religious impulse brought the Puritan to Boston, and the church, when settlements grew and multiplied, was the nucleus of the town government.

The church society was but an enlargement of the family idea. As one recent writer declares: "The Puritan's belief was that each family was a church in itself, and the father of the family was capable of carrying on religious service. This identity of religion with family was bound to have a lasting effect, even though in time the original reasons for it were forgotten." Sunday was, from the first, the day of the gathering of the clan. However much of religious flavor there was to this gathering, its roots were in sociability, and the clan consisted of all remotely connected with the head of the house either by blood, friendship or service. The Sunday meeting in the home was the first club of the Puritan, although only in embryo. Even in quite modern times, the Sunday dinner was a regular and important family affair where two or three generations, with their friends, would meet for social intercourse. In the last decade or two, the Sunday dinner has stepped down from its high estate, and the family takes to the motor car and the country club in its search for amusement. The get-together spirit still rules, however, but has broadened beyond the family and even the church; it manifests itself in all sorts of organizations where neighbors meet and join hands for definite purposes that concern all. It is the family spirit, the neighborliness of the Bostonian that makes for the multiplicity of social and other organizations.

The Taverns and the Social Organizations—Perhaps the cynical would trace the origin of fraternities to the desire to get away from home and family and religion, and point out that Boston's first clubs and social organizations were born in the taverns of the early days. The tavern came in with the church, and it was to this that our forefathers turned to find surcease from the weariness of the daily occupations and the monotony of their religion.

In 1651, John Vyall, of Boston, was given the "Libertie to keep a house of Common entertainment if the Countie Court Consent, provided he keep it near the new meeting-house." This ancient tavern, which Vyall kept for many years, was the "Ship Tavern" on the corner of the present North and Clark streets; the brick building in which it was installed stood for more than two hundred years. It was not as "near

to the new meeting-house" as most of the ordinaries of the day, and probably had less trade because of this. The Sabbath of the Puritan was somewhat depressing, the services lengthy and the church was without heat. There was a real need for cheer and warmth after a long morning spent in listening to the preacher. What more natural than that a "public" should be installed close to the meetinghouse and that it should do a good business on Sunday? One writer sums up the situation: "For three hours the minister preached hell-fire, after which the congregation headed by the minister and the elders, trooped across the green to thaw out before the open fire in the hostelry." Neither were potions for inward warmth lacking, nor their use frowned upon by the clergy.

The taverns of Boston, and they were many in the early days, had their cheerful public room with its cavernous fire-place and inviting bar; a very pleasant meeting place for those who had put in a long day in fighting the land or the sea for a livelihood, and who had no place to go other than the crowded cabin, or none too palatial house. Then it was the place to which came the visitor, whether from abroad or from the neighboring parts of the colony. Here one heard the latest news, public affairs were discussed, market prices were quoted and made. The tavern keeper not only had a full supply of drinkables, but had the first choice of the food supplies brought into the town. When the stomach was full and the fire blazed, and the "flip" began to loosen the tongue, then ideas came thick and fast, and men were bold to state what they thought of things in general, and of politics in particular. The taverns were the meeting places of the patriots before the Revolution. Who can estimate what the tavern did to bring about the Revolution?

Early Societies—There seems to have been little tendency on the part of the Puritans to organize in societies, clubs and the like. The setting up of the church and the establishing of a town and State in the face of opposition from abroad and disruption at home, was enough to absorb all their powers of organization. When the Colony was made a Province with royal appointees as governors having headquarters in Boston, there was introduced a new type of society, one which did have their clubs, of a sort. These new-comers were not of Boston, nor did they think very highly of the Puritan settlers of the town. They had a get-together spirit, which gave them the advantage which unity always gives, and this advantage was soon recognized by the natives who wanted to be rid of them, so that they could manage their affairs as they had before a king interfered. This was the period when the tavern came to be the center of the political life of the community. Particularly was this true of the hostelries scattered throughout the Province way from Boston, for the Bostonian was more closely under the

eye of the Governor, hence had to hatch his schemes elsewhere. Prior to the Revolution, societies were formed, such as the Sons of Liberty, of which Paul Revere was the one-time head, in some back room of a public. The Committee of Safety and the organized efforts of the patriots, preceding revolt, were started in taverns. The country hostelries were the headquarters of the militia, and usually the recruiting place, the meeting place for the train company and the minute men, the green in front serving as the drill ground.

The oldest social organizations in Boston which have come down to the present day are the military ones, such as the Ancient and Honorable Artillery Company, chartered in 1638, or the First Corps of Cadets (1741), and others. Socially, they were nurtured by the taverns of their early days. Next came the benefit societies, or charitable organizations, other than those established as a part of the government of the town and colony. Of such was the "Scots Charitable Society," dating from 1637, formed supposedly in the Ships Tavern which has already been mentioned. It was not, however, until the few decades before the Revolution that men created formal organizations for social purposes, and these were principally patriotic. The oldest of the modern fraternities, if we do not include trade and patriotic organizations, date mostly from the eighteenth century. And these were fathered, and often mothered by the old tavern which also supplied them with a home. Nor must this ancestry of the Masons, the Odd Fellows, and a few others be sneered at, for as has been indicated, the early caravanseries were, second only to the church, the most important, most educative, except the schools, and the most patriotic institutions of their day.

The Green Dragon Tavern—The Green Dragon Tavern in Union Street is the most famous of the early hostelries, a fame perpetuated, in later years, by the Masons. In the ancient days, it was the possession of Governor Stoughton, having been built just prior to 1700. It was a two-story brick building, with a rod projecting from it on which "crouched the fabled monster of antiquity." Another name by which it was known was the "Freemason's Arms," for it was the home of the first Grand Lodge of the Masons, which met regularly in the upper story. The tavern seems to have been the meeting place for organizations of various characters, and more patriotic schemes than ever has been made known were hatched out in the room of the Masonic lodge. Paul Revere wrote that he was one of a body of thirty mechanics who "formed ourselves into a committee for the purpose of watching the movements of the British soldiers and gaining every intelligence of the movements of the Tories. We held our meetings in the Green Dragon Tavern." The early meetings of the Massachusetts Charitable Associa-

MASONIC TEMPLE

tion, organized in 1795, were also held in the hostelrie. The tavern was acquired by the St. Andrew's Lodge, about a decade before the Revolution, remaining in its possession for more than a century. The old building was demolished in 1828, when the street had to be widened to accommodate the increasing travel to Charlestown.

The First Masonic Lodge—The St. Andrew's Lodge was not the first Masonic organization of Boston, it having been preceded by the St. John's Lodge by twenty years. This body is claimed by some to have been the first Masonic organization to be regularly established in America. The claim is disputed by Pennsylvania based on the statement, that "His Grace, the Duke of York, Grand Master of the Free and Accepted Masons of England, deputed on June 5, 1730, Brother Daniel Coxe, a justice of the Supreme Court of New Jersey, as the 'Provincial Grand Master of the Province of New York, New Jersey, and Pennsylvania in America.'" There does seem to have been some sort of a lodge which met irregularly in Philadelphia about 1730, or even before the appointment of Brother Coxe. Benjamin Franklin's "Gazette," of December 8, 1730, has a reference in it to the "several lodges of Free Masons erected in this Province." Coxe is supposed to have issued a charter to one of the lodges of Philadelphia prior to 1733, so the palm of priority must be given to Pennsylvania, since the St. John's Lodge of Boston was not formed until that year. It is of interest to note that a Boston young man, Benjamin Franklin, was elected Provincial Grand Master at Philadelphia, in 1734, and that he was appointed to this office in 1749, by Thomas Oxnard, of Boston, then the Provincial Grand Master of America.

St. John's and St. Andrew's Lodges—Free Masonry in Boston, as indicated, dates from 1733, when Henry Price, claiming authority from the Grand Lodge of England, as Provincial Grand Master of New England, opened a Provincial Grand Lodge, July 30, 1733. With the aid of ten brethren, Price initiated eight candidates. This was the beginning of the St. John Lodge of Boston, which held undisputed sway over Masonry in New England until about 1752, when certain of the brethren instituted the St. Andrew's Lodge at the Green Tavern. The organization was without warrant or charter, which was according to usage at that time, but when opposed by St. John's, a schism broke out which lasted for forty years. In 1760 St. Andrew's received a charter from the Grand Lodge of Scotland, which widened the breach. In 1769, it united with several ancient Military Lodges to form the Massachusetts Grand Lodge with Joseph Warren as "Grand Master of Massachusetts, in Boston, New England, and Within One Hundred Miles of the Same." Sub-

sequently, Paul Revere served in this capacity. The death of Warren on Bunker Hill, resulted in the Massachusetts Grand Lodge declaring its independency and sovereignty, thus becoming the first Independent Grand Lodge of Masons in America. In 1792, the Grand Lodge for the Commonwealth of Massachusetts was formed by the union of the St. John's and the Massachusetts Grand Lodges, and since that time the history of the Craft in the State has been marked by little dissension.

Masonry in New England—Masonry in America was closely connected with the British military troops foisted upon the colonies prior to the Revolution, and made but little growth among the Provincials. There had been Masonic lodges in England since 1617, the Grand Lodge of that country dating from a century later. There was only one degree in the order until 1724, when three were instituted. Brought to this country by the English troops and emigrants, there were a great many traveling lodges organized to meet the requirements. It is said that at least forty-nine charters were granted from 1746 to 1764 to lodges with the British troops, and the New England soldiers stationed away from home during the French Wars. After the Revolution, there was a general desire on the part of the veterans of the war for social organizations which would carry on the fellowships formed during the conflict. Many of the Masonic orders had disappeared with the British troops among whom they had existed, so that there was a large falling off in the number of such bodies in this country. Before the end of the century, however, there had been a general revival of the American Masonic lodges, and many of the New England and Boston organizations date from this time. Charlestown had a lodge relatively early; the Middlesex Lodge was formed at Framingham in 1795; the Washington Lodge of Roxbury, the thirteenth chartered in Massachusetts, was instituted in 1796; and in 1797 several lodges were established, two, the Hiram of Lexington, and the Meridian of Watertown, being the most notable of those in neighboring towns.

Masonic Temples—The first headquarters of Masonry in Boston was the Green Dragon Tavern or the Freemason's Arms. Later they were in a building on Tremont Street and Temple Place, which was formerly used for the United States Court House. The first of the Masonic structures on the present site of the "Temple," corner of Tremont and Boylston streets, was burned in 1864, and replaced by St. John's Day, June 24, 1867. The Masonic Temple of that time was a stately granite building eighty-five feet wide, with octagonal towers rising to a height of one hundred and twenty feet. President Johnson was one of the many notables who were present at its dedication. The present handsome Masonic Temple is another granite structure facing the Com-

mon, the third on the site. It was built in 1898-99. It is the headquarters of the Grand Lodge of Massachusetts and houses thirteen Blue Lodges in addition to a number of other and higher Masonic bodies.

The Masonic Bodies of Boston—The list of the Masonic bodies in Boston, with their locations, days for meeting, etc., is as follows:

MASONIC.

MASONIC TEMPLE, TREMONT, CORNER BOYLSTON.

Grand Lodge of Massachusetts.

Grand Master, Frank L. Simpson, Swampscott.
Deputy Grand Master, Herbert P. Bagley, Worcester.
Senior Grand Warden, Frank H. Hilton, Belmont.
Junior Grand Warden, Walter B. Chase, Hyannis.
Grand Treasurer, Charles H. Ramsey, Cambridge.
Grand Secretary, Frederick W. Hamilton, Cambridge.
Grand Marshal, Robert J. McKechnie, Taunton.
District Deputy Grand Masters, District No. 1, William I. Corthell, Jamaica Plain; District No. 2, Edward F. Wallis, Cambridge; District No. 3, George H. McIntire, Everett; District No. 4, Herbert S. Locke, Medford.
Grand Chaplains, Rev. Edward A. Horton, D. D., Boston; Rev. Francis L. Beal, D. D., West Somerville; Rev. Paul Sterling, Melrose; Rev. John C. Breaker, Adams; Rev. John Vannevar, Swampscott.
Grand Lecturers, Lorenzo L. Green, Medford; Edwin L. Davis, Chicopee Falls.
Grand Tyler, George W. Chester, Boston.
Meetings, second Wednesday in December, March, June, September and St. John's day in December.
Aberdour, Masonic Temple, second Tuesday.
Columbian, Masonic Temple, first Thursday.
Euclid, Masonic Temple, second Thursday.
Germania, Masonic Temple, fourth Monday.
Joseph Warren, Masonic Temple, fourth Tuesday.
Joseph Webb, Masonic Temple, first Wednesday.
Eleusis, Masonic Temple, third Thursday.
St. Andrew's, Masonic Temple, second Thursday.
Massachusetts, Masonic Temple, third Monday.
Mount Lebanon, Masonic Temple, second Monday.
Mt. Tabor, Masonic Temple, third Thursday.
Revere, Masonic Temple, first Tuesday.
St. John's, Masonic Temple, first Monday.
Shawmut, Masonic Temple, fourth Thursday.
Temple, Masonic Temple, third Wednesday.
Winslow Lewis, Masonic Temple, second Friday.
Zetland, Masonic Temple, second Wednesday.
Adelphi, 171 Warren, Roxbury, third Tuesday.
Algonquin, 618 Washington, Dorchester, first Monday.
Baalbec, East Boston, first Tuesday.
Bethesda, Warren Building, Brighton, first Tuesday.
Dorchester, Masonic Hall, 584 Columbia Road, Dorchester, first Thursday.

Ebenezer Fuller, Warren Building, Brighton, first Thursday.
Eliot, Masonic Hall, J. P., third Wednesday.
Faith, Thompson Square, Charlestown, first Friday.
Gate of the Temple, South Boston, fourth Tuesday.
Hammatt, East Boston, fourth Tuesday.
Henry Price, Thompson Square, Charlestown, fourth Wednesday.
Hyde Park, Masonic Temple, 45 Fairmount Avenue, Hyde Park, third Thursday.
Lafayette, 171 Warren, Roxbury, second Monday.
Loyalty, Masonic Hall, Jamaica Plain, fourth Monday.
Noddle Island, Masonic Temple, East Boston, second Monday.
Prospect, 27 Poplar, Roslindale, second Monday.
Rabboni, 584 Columbia Road, Dorchester, third Thursday.
St. Paul's, South Boston, first Tuesday.
Union, Masonic Hall, 584 Columbia Road, Dorchester, second Tuesday.
Washington, 171 Warren, Roxbury, second Thursday.

Board of Masonic Relief.
207 Masonic Temple.

Most Worshipful Frank L. Simpson, president; Most Worshipful J. Albert Blake, relief commissioner; Edmund S. Young, clerk.

Masonic Service Bureau.
200 Masonic Temple.

Fred Haley, director.

Educational Department.
203 Masonic Temple

Dudley H. Ferrell, director.

Grand Royal Arch Chapter.
209 Masonic Temple.

Grand High Priest, Harry G. Pollard, Lowell.
Deputy Grand High Priest, John W. Roberts, Springfield.
Grand King, Forrest V. Smith, Haverhill.
Grand Scribe, Gardner R. P. Barker, Braintree.
Grand Treasurer, Eugene A. Holton, Boston.
Grand Secretary, Frederick T. Comee, 209 Masonic Temple.
Meetings Tuesday preceding second Wednesday in March, June, September and December.
St. Andrew's Chapter, first Wednesday.
St. Paul's Chapter, third Tuesday.
St. John's Chapter, Masonic Temple, East Boston, fourth Monday.
St. Matthew's Chapter, 409 West Broadway, South Boston, second Monday.
Mt. Vernon Chapter, 171 Warren, Roxbury, third Thursday.
Chapter of the Signet, Thompson Square, Charlestown, second Thursday.
Dorchester Chapter, 584 Columbia Road, Dorchester, fourth Monday.
Norfolk Chapter, Masonic Temple, 45 Fairmount Avenue, Hyde Park, second Thursday.

Grand Council Royal and Select Masters.
209 Masonic Temple.

Grand Master, Arthur D. Prince, Lowell.
Deputy Grand Master, Harry E. Stevens, Hyde Park.
Grand P. C. of the Work, Edward M. Woodward, Jr., Worcester.

Grand Treasurer, Wallace C. Keith, Brockton.
Grand Recorder, Frederick T. Comee, 209 Masonic Temple.
Annual meeting Monday preceding second Wednesday in December.
Boston Council, last Thursday monthly.
Roxbury Council, fourth Wednesday at 171 Warren, Roxbury.
Hyde Park Council, Masonic Temple, 45 Fairmount Avenue, Hyde Park, first Thursday.

Grand Commandery of Knights Templar of Massachusetts and Rhode Island.
206 Masonic Temple.

Grand Commander, Clarence M. Dunbar, Providence, Rhode Island.
Deputy Grand Commander, James A. Gunn, Turners Falls.
Grand Generalissimo, Norris G. Abbott, Providence, R. I.
Grand Captain General, Clarence E. Burleigh, Brookline.
Grand Senior Warden, Charles F. White, Malden.
Grand Junior Warden, Frederick H. Briggs, Boston.
Grand Prelate, Rev. Lee S. McCollester, Medford.
Associate Grand Prelate, Rev. Francis W. Gibbs, Fitchburg.
Grand Treasurer, William H. Emerson, Brockton.
Grand Recorder, Benjamin W. Rowell, 206 Masonic Temple.
Grand Standard Bearer, Benjamin F. Downing, Newport, R. I.
Grand Sword Bearer, George L. Dodd, Boston.
Grand Warder, George H. Sykes, Attleboro.
Grand Captain of the Guards, Charles E. Marshall, Melrose.
Grand Sentinel, Charles M. Pear, Cambridge.
Meetings May and October.
Boston Commandery, third Wednesday.
DeMolay Commandery, fourth Wednesday.
St. Bernard Commandery, second Wednesday.
Joseph Warren Commandery, Masonic Hall, 171 Warren, Roxbury, first Monday.
William Parkman Commandery, Masonic Temple, East Boston, second Thursday.
St. Omer Commandery, 584 Columbia Road, Dorchester, third Monday.
Coeur DeLion Commandery, Thompson Square, Charlestown, third Tuesday.
Cyprus Commandery, Masonic Temple, 45 Fairmount Avenue, Hyde Park, fourth Thursday.

Ancient and Accepted Scottish Rite.
204 Masonic Temple.

Boston Lafayette Lodge of Perfection, first Friday in October, December, February and April, Elbridge G. Davis, T. P. G. Master; B. W. Rowell, Secretary; J. W. Work, Assistant Secretary.

Giles Fonda Yates Council of Princes of Jerusalem, second Friday in October, December, February and April. Wilmot L. Marden, M. E. S. P. G. Master; Benjamin W. Rowell, Secretary; J. W. Work, Assistant Secretary.

Mt. Olivet Chapter of Rose Croix, third Friday in October, December, February and April. Andrew P. Cornwall, M. W. and P. Master; Benjamin W. Rowell, Secretary; J. W. Work, Assistant Secretary.

Massachusetts Consistory, fourth Friday in October, December, February and April. Frank S. Elliott, Commander-in-Chief; Benjamin W. Rowell, Secretary; J. W. Work, Assistant Secretary.

Ancient Accepted Association, Frank S. Elliott, President; B. W. Rowell, Secretary; J. W. Work, Assistant Secretary.
The above grand bodies meet in Masonic Temple.

Ancient Arabic Order Nobles of the Mystic Shrine.

Imperial Recorder, Benjamin W. Rowell, 206 Masonic Temple.
Aleppo Temple, Boston, Walter W. Morrison, Potentate, 262 Washington, room 1100; Benjamin W. Rowell, Recorder; J. W. Work, Treasurer; Henry B. Perkins, Steward.

First Worshipful Masters' Association.

Meets first Friday in the month. George F. Wright, President; Charles J. Diman, Vice-President; Samuel H. Spring, Treasurer; Albion B. Crocker, Secretary, 70 Porter, Somerville.

M. O. V. P. E. R., Omar Grotto, No. 38.

Monarch, William H. Sanger.
Chief Justice, Emerson J. Colwell.
Master of Ceremonies, Dudley G. Kimball.
Treasurer, George A. Kimball.
Secretary, John M. Haynes, 899 Hancock, Wollaston.
Alchemist, William L. Aldrich.
Marshal, Loring L. Fuller.
Grand Chamberlain, Grover C. Hoyt.
Orator, Edwin M. Wolley.
Captain of the Guard, George Hills.
Sentinel, William H. Nudd.
Director General, Albert H. Gleason.

Prince Hall Grand Lodge of Masons.

Masonic Temple, 1095 Tremont, Roxbury.

Grand Master, Egbert W. Brown, Amherst.
Senior Grand Warden, George Warren, Boston.
Junior Grand Warden, Joseph A. Allen.
Grand Treasurer, Samuel Washington, Boston.
Recording Grand Secretary, Ernest D. Cooke, 57 Dundee, Boston.
Corresponding Grand Secretary, George T. Banks, 215 West Springfield.
Meetings held on the first Thursday in December annually.
Union Lodge, first Tuesday.
Rising Sun, first Monday.
Celestial Lodge, third Monday.
Eureka Lodge, fourth Monday.
Castle William Lodge, first Wednesday.
John J. Smith Lodge, second Monday.
William G. Butler Lodge, second Tuesday.

Grand Chapter Royal Arch Masons of Massachusetts.

Grand High Priest, Robert Wilson, North Woburn.
Grand Treasurer, J. R. Davis, Boston.
Grand Secretary, Shedrick Goode, Boston.
St. Luke's Royal Arch Chapter, third Wednesday.

St. Philip's Royal Arch Chapter, second Friday.
St. Stephen's Royal Arch Chapter, No. 1, third Thursday.

Grand Council of Royal and Select Masters.

Thrice Illustrious Master, Samuel W. Washington, Boston.
Grand Treasurer, John O'Brien, Boston.
Grand Recorder, James H. Finch, Boston.

Grand Commandery of Knights Templars of Rhode Island and Massachusetts.

Grand Commander, R. E. Stewart.
Grand Treasurer, John F. Wonzer, Boston.
Grand Recorder, J. G. LeCount.
Lewis Hayden Commandery of Knights Templars, No. 4, third Friday.

Scottish Rite.

Holy Sepulchre Consistory, No. 17, second Thursday in December, March, June and September. Commanding Chief, James J. Weeks, Boston; First Lieutenant, Herman Lee, Boston; Second Lieutenant, Matthew Walton, Everett; Secretary, M. L. Webb, Boston; Secretary, J. Henry Meekins, West Newton.

Ancient Egyptian Arabic Order Nobles of the Mystic Shrine.

Illustrious Potentate, Frederick M. Carneau, Boston; Chief Rabbin, M. L. Webb, Boston; Assistant Chief Rabbin, H. L. Lee, Boston; Secretary, W. A. L. Henry, Cambridge.

Eastern Star—The Order of the Eastern Star, while not Masonry, is a fraternity open only to Master Masons, their wives, widows, children, sisters and daughters. The symbolism of its ritual clusters around the five pointed star of the Order, and the pentagon of the signet of Solomon. The society is supposed to have originated about 1850, but there is an account extant of the proceedings of an "Ancient and Honorable Order of the Eastern Star in holding a session and a ritual, May 18, 1793, at Boston." Women's orders had been introduced in Boston as early as 1776, and possibly the Eastern Star came in at that time. The organization was conspicuous for its charitable work during the war of 1812. The present order is usually credited to William Morris, a native of Boston.

The official and chapters of the Order of the Eastern Star in Boston are as follows:

ORDER OF THE EASTERN STAR.

GRAND CHAPTER OF MASSACHUSETTS.

Next meeting of Grand Chapter in May, 1927.
Grand Matron, Lilian A. Millington, Amherst.
Grand Patron, Raymond H. Cowing, Westfield.
Associate Grand Matron, Mrs. Margery B. Chisholm, Everett.
Associate Grand Patron, Dr. Waldo Hayward, Plymouth.
Grand Secretary, Mrs. Carrie A. Cushing, 21 College Avenue, West Somerville.
Grand Treasurer, Mrs. Alice E. Wallace, Springfield.

Grand Conductress, Mrs. Anna E. Ham, Readville.
Associate Grand Conductress, Mrs. Gladys N. Thorndike, Marblehead.
Grand Chaplain, Mrs. Gladys J. Mosher, Cambridge.
Grand Marshall, Mrs. Lillian B. Walker, Amherst.

Boston Chapters.

No. 10. Vesta Chapter, meets second and fourth Tuesdays, 66 Main, Charlestown. Mrs. Katherine E. Witham, secretary, 63 Highland Avenue, Cambridge.

No. 18. Keystone Chapter, second Tuesday at Masonic Temple, Roxbury. Mrs. Flora S. Mathewson, secretary, 826 Washington, South Braintree.

No. 34. Mystic Chapter, first and third Mondays, Masonic Temple, East Boston. Miss J. Annie Taylor, secretary, 33 Sunnyside Avenue, Winthrop.

No. 53. Blue Hill Chapter, first Tuesday, Masonic Temple, 45 Fairmount Avenue, Hyde Park. Mrs. Eva F. Drake, secretary, 110 Harvard, Dedham.

No. 56. Roxbury Chapter, 8 Virginia, Dorchester, first and third Thursdays. Mrs. Tullia A. Perkins, secretary, 14 Rockville Park, Roxbury.

No. 59. Wenona Chapter, Wenona Hall, 2 Bloomfield, Dorchester, second and fourth Saturdays. Miss Stella C. Hird, secretary, 26 Westland Road, Watertown.

No. 62. Reliance Chapter, first and third Wednesdays, Bethesda Hall, South Boston. Mrs. Nettie V. McBride, 170 Dorchester Street, South Boston.

No. 68. Boston, second and fourth Thursdays, Eastern Star Associates Hall, 203 Warren Street, Roxbury. Mrs. Nellie F. Jones, secretary, 367 West Fourth, South Boston.

No. 84. Star of the East, 670 Centre, J. P., second and fourth Thursdays. Mrs. Gladys R. Prentiss, 24 Holbrook.

No. 93. Evangeline Chapter, fourth Monday, Masonic Hall, Brighton. Mrs. Anna T. Vorbrink, secretary, 140 Brooks, Brighton.

No. 104. Roslindale, Masonic Hall, Roslindale, first Wednesday. Mrs. Evelyn M. Bryant, secretary, 54 Albano, Roslindale.

No. 111. Germania, 8 Virginia, Dorchester, third Monday. Mrs. Jennie M. Himberg, secretary, 1 Marshall, Swampscott.

No. 113. Hadassah, 8 Virginia, Dorchester, second and fourth Wednesdays. Mrs. Abbie M. Swain, secretary, 19 Springfield, Belmont.

No. 124. Sabbatia, Norfolk Hall, 328 Washington, Dorchester, second and fourth Mondays. Mrs. Edith M. Learned, secretary, 11 Larchmont, Dorchester.

No. 160. Bay State, New England Women's Club room, 585 Boylston, third Thursday. Dr. Agnes G. Lake, secretary, 1647 Beacon Street, Brookline.

No. 194. West Roxbury, American Legion Hall, 2000 Centre Street, West Roxbury, fourth Monday. Mrs. Jennie Blaikie, secretary, 6 Maple, West Roxbury.

No. 196. Virginia, 8 Virginia, Dorchester, second Monday. Mrs. Frances L. Mears, secretary, 9 Regina Road, Dorchester.

No. 199. Algonquin, Lithgow Hall, 618 Washington, Dorchester, first and third Tuesdays. Miss Jessie E. Nixon, secretary, 4 Glenway, Dorchester.

Independent Order of Odd Fellows—In point of origin, the Independent Order of Odd Fellows was second only to Masonry to become established in this country. There was Odd Fellowship in England long prior to any such named organization in America, but this was evidently of a different character, "being formed for social and convivial

purposes and adopting the initiatory rites, phraseology and organization of the Masons." The present day body has little connection with the old except that of name, but in America is a direct descendant of a lodge of the order founded in Manchester, England, in 1812, although the American organization was completely independent of the English society. The objects of the American body were, "the relief of the brethren, the interment of the dead, and the care of their widows and orphans." To these purposes, there have been added, in recent years, "the giving of unsectarian religious instruction and the elevation of human character."

The first lodge in the United States was the Washington, No. 1, instituted in Baltimore, April 26, 1819. The Siloam Lodge, No. 2 of Boston, was the second of the order, and organized just one year later to to the day. Commonwealth Lodge, of Dorchester, and Washington Lodge of Boston were third and fifth, respectively, to be founded in this country. The Encampments, composed of members of higher degrees, and the Rebekah Lodges, originated in Boston; and the Independent Order of Odd Ladies, was instituted in East Boston in 1845. The headquarters of the Grand Lodge and Grand Encampment of Massachusetts, are at 170 Newbury Street. The various lodges meet in their neighborhoods, some having their own buildings. Details as to the different divisions of the order, names, and meeting times and places are as follows:

INDEPENDENT ORDER OF ODD FELLOWS.

Office of the Grand Lodge and Grand Encampment of Massachusetts,
170 Newbury Street.

Grand Lodge meets annually, first Thursday in June.
Grand Encampment meets annually, first Thursday in March.

Officers of the Grand Lodge of Massachusetts.

Grand Master, Herbert B. Bond, Worcester.
Deputy Grand Master, Charles T. Griffiths, Hyde Park.
Grand Warden, Waldo S. Ford, Somerville.
Grand Secretary, George H. Fuller, Boston.
Grand Treasurer, Samuel K. Walker, Swampscott.
Grand Marshal, Lester C. Bruce, Worcester.
Grand Conductor, Edwin B. Robinson, Worcester.
Grand Guardian, Ralph F. Morton, West Springfield.
Grand Chaplain, G. Willard King, Worcester.
Grand Herald, George W. Henderson, Boston.
Grand Instructor, Albert W. Bullock, Waltham.
Assistant Grand Secretary, Rhotire S. Lovell, Boston.

Covenant Hall, 515 Tremont Street.

No. 2. Siloam Lodge, Thursday.
No. 15. Tremont Lodge, Wednesday.
No. 77. Unity Lodge, Tuesday.

Friendship Hall, 515 Tremont Street.

No. 5. Washington Lodge, Tuesday.
No. 133. Hermann Lodge, Friday.

Encampment Hall, 515 Tremont Street.

No. 241. Norden Lodge, Monday.

Ancient Landmark Hall, 3 Boylston Place.

No. 32. Ancient Landmark Lodge, Monday.

South Boston.

No. 30. Bethesda Lodge, Monday, 409 West Broadway, corner F.

East Boston.

No. 42. Zenith, Friday, 163 Meridian, East Boston.
No. 143. Eastern Star Lodge, Wednesday, 163 Meridian, East Boston.

Roxbury.

No. 16. Covenant Lodge, Wednesday, 646 Warren.
No. 18. Warren Lodge, Tuesday, 203 Warren.
No. 25. Boston Lodge, Wednesday, 4 Berkeley.
No. 33. Montezuma Lodge, Monday, 4 Berkeley.
No. 81. Putnam Lodge, Tuesday, 1165 Tremont.
No. 191. America Lodge, Friday, 4 Berkeley.
No. 211. Roxbury Lodge, Friday, 1165 Tremont.

Allston.

No. 116. Nonantum Lodge, Wednesday, Odd Fellows Hall, Union Square.

Dorchester.

No. 3. Commonwealth Lodge, Friday, 584 Columbia Road.
No. 23. Franklin, Friday, 618 Washington.
No. 48. Norfolk Lodge, Wednesday, 328 Washington.
No. 53. Hobah Lodge, Tuesday, 584 Columbia Road.
No. 84. Neponset Lodge, Monday, 4 Bloomfield Street.
No. 158. Dorchester Lodge, Monday, 41 River Street.
No. 176. Mount Pleasant Lodge, Thursday, 558 Columbia Road.
No. 236. King Solomon Lodge, Tuesday, 328 Washington.

Roslindale.

No. 202. Longfellow Lodge, Thursday, 32 South Fairview.

Jamaica Plain.

No. 70. Quinobequin Lodge, Monday, 670 Centre.
No. 200. Daniel Hersey Lodge, Tuesday, 670 Centre.

Charlestown.

No. 14. Bunker Hill Lodge, Monday, 25 Main.
No. 22. Howard Lodge, Friday, 66 Main.
No. 78. Olive Branch, Wednesday, 25 Main.

Hyde Park.

No. 148. Forest Lodge, Tuesday, 37 Fairmount Avenue.

Officers of the Grand Encampment of Massachusetts.
Office 170 Newbury Street.

Grand Patriarch, Nelson B. Richardson, Westfield.
Grand High Priest, John B. Thorn, Haverhill.
Grand Senior Warden, Rhotire S. Lovell, Boston.
Grand Scribe, George H. Fuller, Boston.
Grand Treasurer, Walter F. Johnson, Boston.
Grand Junior Warden, Allen A. Hartwell, Milford.
Grand Instructor, George H. Hartley, Malden.
Assistant Grand Instructor, Oscar A. Marden, Stoughton.
Assistant Grand Instructor, Francis E. Stoddard, Gardner.
Assistant Grand Instructor, Charles T. Schueler, Lawrence.
Assistant Grand Instructor, George W. Thorniley, Northampton.
Grand Sentinel, Roy L. Barnes, Westfield.
Deputy Grand Sentinel, Fred O. Green, East Boston.
Grand Marshal, Edwin A. Fox, Springfield.
Grand Representatives, Sam Wood, Jr., Atlantic, to September, 1928; George W. Hall, Lawrence, to September, 1926; Frank E. Billings, Worcester, to September, 1927.

Encampments.

No. 1. Massasoit Encampment, first and third Friday, 515 Tremont.
No. 2. Trimount Encampment, second and fourth Tuesday, Lithgow Hall, Codman Square, Dorchester.
No. 3. Ridgely Encampment, first and third Monday, 163 Meridian, East Boston.
No. 5. Bunker Hill Encampment, first and third Thursday, 25 Main, Charlestown.
No. 6. Mt. Washington Encampment, second and fourth Thursday, 409 West Broadway, South Boston.
No. 12. Shalom Encampment, first and third Friday, 328 Washington, Dorchester.
No. 49. Mt. Sinai Encampment, first and third Wednesday, 515 Tremont.
No. 54. Ellison Encampment, second and fourth Friday, 41 River, Mat.
No. 57. Paul Revere Encampment, first and third Thursday, 1165 Tremont.
No. 60. Monterey Encampment, second and fourth Friday, 37 Fairmount Avenue, Hyde Park.
No. 63. Nathaniel Adams Encampment, second and fourth Monday, 558 Columbia Road, Dorchester.
No. 65. Buckingham Encampment, second and fourth Wednesday, 515 Tremont.
No. 74. Charles Hayden Encampment, second and fourth Wednesday, Woolsey Hall, opposite Jamaica Plain Station.

Canton.

Grand Canton Shawmut, No. 1, fourth Saturday, 515 Tremont.

Massachusetts Rebekah Assembly, I. O. O. F.

Annual meeting first Wednesday in May.
President, Mrs. Florine E. Ducker, South Weymouth.
Vice-President, Mrs. Ina E. McFarlane, Chelsea.
Warden, Mrs. Myrtle A. Fay, Marlboro.
Secretary, Mrs. May H. Gaynor, 7 Greenbrier, Dorchester.
Treasurer, Mrs. Cora B. Cutting, Roxbury.
Marshal, Mrs. Etta F. Cobb, North Abington.

Conductress, Mrs. Lena C. Boynton, Whitman.
Chaplain, Mrs. Susie M. Mowry, South Weymouth.
Inside Guardian, Mrs. Nellie E. Duckworth, Brockton.
Outside Guardian, Mrs. Helen Tourtelotte, Campello.

Rebekah Lodges.

No. 1. Mary Washington, first and third Thursday, 4 Berkeley.
No. 8. Mystic, second and fourth Thursday, 25 Main, Charlestown.
No. 27. Azar, first and third Thursday, 41 River, Dorchester Lower Mills.
No. 29. Brighton, first and third Thursday, Union Square, Allston.
No. 34. Progressive, first and third Wednesday, 45 Fairmount Avenue, Hyde Park.
No. 35. Crescent, second and fourth Tuesday, 328 Washington, Dorchester.
No. 36. Bernice, second and fourth Wednesday, 409 West Broadway, South Boston.
No. 79. Justitia, first and third Wednesday, 203 Warren, Roxbury.
No. 92. Loyal, first and third Tuesday, 25 Main, Charlestown.
No. 101. Miriam, second and fourth Thursday, 618 Washington, Dorchester.
No. 110. William Parkman, first Wednesday and third Saturday, 670 Centre, J. P.
No. 115. Harriet M. Durrell, second and fourth Wednesday, 35 South Fairview, Roslindale.
No. 125. Victor, first and third Friday, 558 Columbia Road, Dorchester.
No. 131. Star of the Zenith, second and fourth Tuesday, 163 Meridian, East Boston.
No. 149. Eunice, second and fourth Thursday, 45 Fairmount Avenue, Hyde Park.
No. 156. America, second and fourth Thursday, Geneva Avenue, corner Bloomfield, Dorchester.
No. 174. Lydia G. Hersey, first and third Friday, 670 Centre Street, J. P.
No. 201. Rainbow, second and fourth Friday, 515 Tremont.
No. 206. Radiant Star, first and third Thursday, 584 Columbia Road, Dorchester.

GRAND UNITED ORDER OF ODD FELLOWS.

Odd Fellows Hall, 1651 Washington.

Massachusetts District Grand Lodge, No. 26.

District Grand Master, George C. Gordon, Allston.
District Deputy Grand Master, Archie T. Campbell, Taunton.
District Grand Secretary, D. M. Thompson, 87 Kinnaird, Cambridge.
District Treasurer, Fred C. Artis, Allston.
District Grand Director, J. B. Waters, Boston.
No. 4. Boston Patriarchy, 1651 Washington, third Thursday in every month.
No. 23. Past Grand Masters Council, 1095 Tremont, Roxbury, third Monday.
No. 814. Bay State Lodge, 1651 Washington, second and fourth Tuesday.
No. 1384. Sumner Lodge, 1095 Tremont, Roxbury, first and third Wednesday.
No. 1622. Plymouth Rock Lodge, 1095 Tremont, Roxbury, second and fourth Wednesday.
No. 2418. Boston Lodge, 1651 Washington, first and third Tuesday.
No. 8612. Massachusetts Lodge, 1651 Washington, first and third Monday.
No. 8966. New England Lodge, 158 West Springfield, first and third Monday.

District Grand Household of Ruth, No. 5, of Massachusetts, Rhode Island and Maine.

District Grand Most Noble Governor, Mrs. Sarah V. Bright, 7 Hazelwood, Malden.
District Grand Worthy Recorder, Mrs. Lulu Tunstell, 365 Northampton.

No. 66. Household of Ruth, 1095 Tremont, Roxbury, second Wednesday.
No. 131. Household of Ruth, 1095 Tremont, Roxbury, second Tuesday.
No. 2607. Household of Ruth, 1651 Tremont, Roxbury, first Thursday.
No. 4585. Household of Ruth, 1095 Tremont, Roxbury, fourth Wednesday.
No. 4762. Household of Ruth, 1651 Tremont, Roxbury, first Wednesday.
No. 5152. Household of Ruth, Ruggles Hall, 5 Ruggles, Roxbury, second Monday.

MASSACHUSETTS DISTRICT OF INDEPENDENT ORDER OF ODD FELLOWS.

Manchester Unity.

Provincial Grand Master, Thomas Mowbray, Fall River.
Provincial Deputy Grand Master, William Unles, Blackington.
Provincial Corresponding Secretary, Harold J. Wentzell, 8 Beacon, room 68.
Provincial Treasurer, George W. Rockett, 11 Fairmont, Malden.
Past Provincial Grand Master, John Cronhimer.
Meeting of Grand Lodge held at Boston, second Wednesday in May.
Franklin Lodge, Rathbone Hall, 24 Warren, Roxbury, second and fourth Monday.
Hub Lodge, Rathbone Hall, 24 Warren, Roxbury, second and fourth Thursday.
Irving Lodge, 11 Appleton, first and third Friday.
Metropolitan Lodge, M. E. O. F. Hall, Harvard Avenue, Hyde Park, first and third Tuesday.
Paul Revere Lodge, 163 Meridian, East Boston, first and third Friday.
Rockett Lodge, Walcott Hall, 32 Central Square, East Boston, second and fourth Wednesday.
United Lodge, Wenona Hall, Geneva Avenue, corner Bloomfield, Dorchester, second and fourth Tuesday.

INDEPENDENT ORDER OF ODD LADIES.

Manchester Unity.

Grand Lodge office, 118 Hathaway, New Bedford, Massachusetts.
Provincial Grand Lady, Mrs. Victoria B. Ferrin, Beverly.
Provincial Deputy Grand Lady, Mrs. Penelope Moore, Dorchester.
Provincial Grand Treasurer, Caroline M. Cooper, Worcester.
Provincial Corresponding Secretary, Mrs. Mary Kay, New Bedford.
No. 5. Brittania, meets second and fourth Friday, Walter Scott Hall, 11 Appleton.
No. 7. Martha Washington, meets second and fourth Tuesday, 163 Meridian, East Boston.
No. 45. Maple Leaf, first and third Tuesday, Wenona Hall, Geneva Avenue, corner Bloomfield, Dorchester.

UNITED ORDER OF INDEPENDENT ODD LADIES.

Instituted in East Boston, 1845.

Supreme Board, annual meeting first Thursday in March, semi-annually first Thursday in March and September.
Supreme Secretary, Mrs. Julia A. Burroughs, 29 Evelyn Road, Everett.
Annual meeting of Massachusetts Government, September 18, 1926, Berkeley Hall, 4 Berkeley.
Past Lady Governess, Mrs. Frances A. Rawding, Lynn.
Lady Governess, Mrs. Ella M. Mansfield, Lynn.

Vice Lady Governess, Mrs. Margaret A. Skillings, Somerville.
Recording Secretary, Mrs. Alice M. Carr, 183 Weston, Waltham.
Financial Secretary, Clara B. Newhall, Lynn.
Treasurer, Bertha J. Truesdell, Somerville.
No. 1. Amity, second and fourth Thursday, Central Hall, Central Square, East Boston.
No. 3. Olive Branch, first and third Monday, 66 Main, Charlestown.
No. 5. Ambassadress, first and third Thursday, Liberty Hall, 1203 River, Hyde Park.
No. 10. Purity, second and fourth Saturday, 214 Dudley, Roxbury.
No. 15. Aloha, first and third Monday, Roxbury Hall, 67 Warren, Roxbury.
No. 25. Hamblin, second and fourth Wednesday, Social Hall, 1165 Tremont.
No. 29. Columbia, first and third Thursday, Seaverns Hall, 670 Centre, J. P.
No. 32. Prosperity, first and third Saturday, Bethesda Hall, 409 Broadway, South Boston.
No. 43. Glenwood, first and third Wednesday, Guild Hall, 2374 Washington, Roxbury.
No. 46. Priscilla, second and fourth Friday, Guild Hall, 2374 Washington, Roxbury.
No. 50. Mistletoe, second and fourth Thursday, Franklin Hall, 10 Franklin Street, Allston.
No. 53. Blue Hill, first and third Friday, Odd Fellows Hall, 41 River, Dorchester.
No. 61. Progressive, first and third Tuesday, Fairview Hall, 43 Poplar, Ros.

Knights of Pythias—The Knights of Pythias, so called from the famous friendship of Damon for Pythias, originated at our National Capital, February 19, 1864, under the leadership of Justice Henry Rathbone. The official declaration of the purpose of its formation was a desire for "toleration in religion, obedience in law and loyalty in government." The lodge made little immediate growth, probably because the Civil War was absorbing too much of the time and interest of all America. As soon as the strife had ceased, the same craving for the continuance of the fellowship enjoyed during the war led to a multiplication of the lodges, just as the end of the Revolution led to the firm establishment of Masonry in this country. There are probably 5,000 Knights of Pythias Lodges in the United States, at present, with a membership of more than a million. After Washington, No. 1, there was a lodge established in Philadelphia as the second, while Boston Lodge, No. 3, instituted in 1865, was the next in order of formation. There are many allied organizations of the order in the city, as may be seen from the appended list:

KNIGHTS OF PYTHIAS.

The annual session of the Grand Lodge of Massachusetts is held in Boston on the first Tuesday (1 p. m.) in May.
Office of the Grand Lodge, 15 Ashburton Place, room 306, Boston.

Officers of the Grand Lodge of Massachusetts.

Grand Chancellor, J. Franklin Batchelder, Haverhill.
Grand Vice Chancellor, Laurence S. Howard, Somerville.
Grand Prelate, Rev. Chellis V. Smith, Hyde Park.
Grand Keeper of Records and Seal, George E. Howe, 15 Ashburton Place, room 306.

Grand Master of Exchequer, Harvey T. Pond, Boston.
Grand Master at Arms, George P. Fielden, Methuen.
Grand Inner Guard, Isaac Gordon, Boston.
Grand Outer Guard, George S. Donley, Orange.
Grand Trustees, William H. Chase, Hopedale; Harry R. Lawrence, Lawrence; Charles A. Stevens, Arlington.

Place and Evenings of Lodge Meetings.

No. 3. Boston, 515 Tremont, second and fourth Thursday.
No. 6. Scandia, 3 Boylston Place, first and third Friday.
No. 10. Washington, 584 Columbia Road, Dorchester, second and fourth Thursday.
No. 12. Damon, 515 Tremont, first and third Tuesday.
No. 13. Ivanhoe, 66 Main, Charlestown, Thursday.
No. 14. Webster, 1165 Tremont, second and fourth Thursday.
No. 18. King Solomon, 646 Warren, Roxbury, second and fourth Thursday.
No. 19. Commonwealth, 328 Washington, Dorchester, first and third Thursday.
No. 33. King Philip, 163 Meridian, East Boston, first and third Thursday.
No. 42. Massachusetts, 2374 Washington, Roxbury, first and third Monday.
No. 52. Marathon, 328 Washington, Dorchester, first and third Monday.
No. 58. Mt. Bellevue, Fraternity Hall, 27 Poplar, West Roxbury, second and fourth Friday.
No. 60. Boylston, 19 Otisfield, Roxbury, second and fourth Wednesday.
No. 92. Friendship, 11 Appleton, first and third Wednesday.
No. 93. Milton, I. O. O. F. Hall, 41 River, Dorchester, first and third Tuesday.
No. 111. Brighton, I. O. O. F. Hall, Union Square, first and third Tuesday.
No. 126. Liberty, 515 Tremont, second and fourth Monday.
No. 129. Red Cross, Central Hall, Central Square, East Boston, second and fourth Tuesday.
No. 138. Hyde Park, K. of P. Hall, 1176 River, second and fourth Monday.
No. 141. Bay State, 515 Tremont, first and third Monday.
No. 158. Welcome, 3 Boylston Place, first and third Wednesday.
No. 163. Horace Greeley, 4 Berkeley, first and third Tuesday, 2 p. m.

Insurance Department, K. of P.

Clifford E. Jones, General Superintendent for Massachusetts, 12 Craigie, Somerville. Annual meeting of sections in December.

PYTHIAN SISTERS.

Officers of the Grand Temple of Massachusetts.

Grand Chief, Mrs. Emma F. Perkins, Newton Highlands.
Grand Senior, Mrs. Helen McNault, Lynn.
Grand Junior, Mrs. Bertha Lovering, East Bridgewater.
Grand Manager, Mrs. Minnie Berry, Buzzards Bay.
Grand Mistress of Records and Seal, Helen P. Young, 68 Waverly Street, Waverly.
Grand Mistress of Finance, Mrs. Edith Horrocks, Lynn.
Grand Protector, Mrs. Kathryn Whitelock, Hingham.
Grand Guard, Mrs. Grace Oatman, Haverhill.
No. 1. Rowena Temple, first and third Wednesday, Howard Temple, 66 Main, Charlestown.

No. 39. Boston Temple, second and fourth Monday, at Gould Hall, Boylston Place, Roxbury.
No. 41. Crescent Temple, second and fourth Monday, 146 Meridian, East Boston.
No. 49. Mayflower Temple, first and third Monday, 1176 River, Hyde Park.
No. 66. Marathon Temple, first and third Thursday, Norfolk Hall, 326 Washington, Dorchester.
No. 74. Milton Temple, first and third Friday, Guild Hall, 2374 Washington, Roxbury.

Uniform Rank, K. of P.

Brigade headquarters, 46 Cornhill, room 404.
Brigadier-General Robert H. Hall, commander.
Assistant Adjutant-General Col. William F. Williamson.
Assistant Quartermaster General Col. William P. R. Estes.
Company No. 4, 1165 Tremont, Roxbury, first and third Wednesday. Leo S. Lisher, recorder, 39 Julian, Roxbury.
Company No. 8, Theodore Roosevelt, 995 Washington, second and fourth Wednesday. George G. Kingsley, 751 Broadway, Chelsea, recorder.
Company No. 36, Blue Hill, Liberty Hall, Hyde Park, first and third Monday. Arthur W. Rogers, 201 Fairmount Avenue, Hyde Park.

Dramatic Order Knights Khorassan.

No. 143, Abou Ben Adhem Temple, Paine Memorial Hall, 9 Appleton.
Royal Vizier, Laurence S. Howard.
Secretary, Fred C. Minkemer, P. O. Box 46, Roxbury.
Treasurer, Charles A. Stevens, 27 Lake, Arlington.
Publicity Agent, F. C. Minkemer.

Knights of Pythias.
(E. and W. H.).

Supreme Officers.

Supreme Chancellor, W. Ashbie Hawkins, Baltimore, Maryland.
Past Supreme Chancellor, Solomon Tripp, Baltimore, Maryland.
Supreme Vice Chancellor, Wm. H. Willis, New York, New York.
Supreme Keeper of Records and Seal, Geo. E. Gordon, 2181 Washington, Boston.
Supreme Master of Exchequer, J. M. Lewis, Chicago, Illinois.
Supreme Master-at-Arms, J. B. Oliver, Crewe, Virginia.
Supreme Inner Guard, Blaine Chester, New Orleans, Louisiana.
Supreme Outer Guard, J. H. Weeden, Kansas City, Kansas.

Grand Lodge of New England.
2181 Washington, Boston.

Grand Chancellor, Benjamin Flereasy, Providence, Rhode Island.
Grand Vice-Chancellor, W. W. Johnson, Greenwich, Connecticut.
Grand Prelate, Rev. Samuel Perry, Cambridge.
Grand Keeper of Records and Seal, Miles R. Gordon, Springfield.
Grand Master of Exchequer, Thomas G. Schuyler, Boston.
Grand Master of Finance, Frederick Riggs.
Grand Master of Arms, Henry R. Taylor.
Grand Inner Guard, Charles H. Allen, Newport, Rhode Island.
Grand Outer Guard, Edward E. Simmons, Westerly, Rhode Island.
Grand Master of Work, William H. Martin, Springfield.

Subordinate Lodges, Meeting in Boston.
All meet at 5 Ruggles Street.

No. 3. William C. Nell, first and third Tuesday.
No. 6. David Walker, first and third Wednesday.
No. 8. Eureka, second Wednesday.

Uniform Rank.
(Knights of Pythias.)

Company B, first and third Monday.
Company E, first and fourth Friday.

Supreme Court of Calanthe.
(Knights of Pythias E. and W. H.)
2181 Washington Street.

Supreme Worthy Councillor, Dr. Alice W. McKane, 3 Marble, Boston, Massachusetts.
Past Supreme Worthy Councillor, Jennie H. Ross, Baltimore, Maryland.
Supreme Associate, Louisa B. Anderson, Crewe, Virginia.
Supreme Orator, Nannie Street, Kansas City, Missouri.
Supreme Register of Deeds, Roberta K. Skinner, 15 Magee, Cambridge, Massachusetts.
Supreme Receiver of Deposits, Florena K. Owens, Baltimore, Maryland.
Supreme Escort, L. I. Williams, Philadelphia, Pennsylvania.
Supreme Herald, Isabella George, New York, New York.

Grand Court of New England.

Grand Worthy Counsellor, Mrs. Arabella Martin, Springfield.
Past Grand Worthy Counsellor, Mrs. Edith F. Roy, Providence, Rhode Island.
Grand Worthy Assistant, Mrs. Mary D. Gardiner, Cambridge.
Grand Worthy Orator, Mrs. Lillian L. Adams, Newport, Rhode Island.
Grand Worthy Register of Deeds, Mrs. Alfreda K. Whitley, Cambridge.
Grand Worthy Register of Deposits, Mrs. Alice M. Johnson, Boston.
Grand Worthy Escort, Mrs. Drusilla Simmons, Westerly, Rhode Island.
Grand Worthy Herald, Mrs. Sadie Barnett, Boston.

Auxiliary Courts of Calanthe.
Courts meeting at 5 Ruggles Street.

No. 6. Syrian, second Tuesday.
No. 22. Harriet Hayden, third Thursday.
No. 24. Frances E. W. Harper, second Friday.
No. 30. David Walker, fourth Tuesday.
No. 32. Golden Leaf, fourth Monday.

Knights of Pythias.
(Of N. A. S. A. E. A. A. and A.)

Jurisdiction of Massachusetts, Rhode Island, New Hampshire, Maine and Vermont.
Office of Grand Chancellor, 1a Wellington Street, Boston.
Grand Lodge meets first Tuesday in July.
Grand Chancellor, Edward B. Barco.
Grand Vice Chancellor, John D. Frost.
Grand Prelate, Rev. B. W. Swain, D. D.
Grand Master of Exchequer, Norman N. Rayner.
Grand Keeper of Records and Seal, Geo. C. Higginbotham.

Grand Master at Arms, Archibald C. Prescott.
Grand Medical Registrar, Dr. W. O. Taylor.
Grand Attorney, Butler R. Wilson.
Grand Lecturer, Stewart E. Hoyt.
Grand Inner Guard, Frank Mason.
Grand Outer Guard, Thomas A. Reid.
Grand Marshal, Johnson W. Hill.
Grand Secretary of Endowment, Oscar H. Fitzallen.
Grand Trustees, Joseph E. Benn, Lewis Williams, J. S. R. Bourne.

Lodges and Their Meeting Nights in Boston.
Lodges meeting at 1a Wellington Street.

No. 1. Crispus Attucks, second and fourth Wednesday.
No. 2. Puritan, second and fourth Monday.
No. 6. Hub City, first and third Monday.
No. 7. Progressive, first and third Tuesday.
No. 8. Emerald, first and third Friday.
No. 10. Gladiator, first and third Monday.
No. 11. Rathbone, first and third Tuesday.
No. 13. Suffolk, second and fourth Wednesday.
No. 34. Joseph L. Jones, second and fourth Monday.
No. 37. Stadium, first and third Thursday.

Order of Court of Calanthe.
(Knights of Pythias.)

Grand Jurisdiction of Massachusetts, Rhode Island, New Hampshire, Maine and Vermont.
Office of Grand Court, 1a Wellington, Boston.
Grand Worthy Counsellor, Mrs. Josephine Hayes.
Grand Register of Deeds, Margaret M. Garrett.
Grand Receiver of Deposits, Emma H. Whitehead.
Grand Secretary, E. Theresa Johnson.

Courts and Their Meeting Nights in Boston.
Courts Meeting at 1a Wellington Street.

No. 3. Hermione, second and fourth Thursday.
No. 4. Progressive, second and fourth Tuesday.
No. 5. Emerald, second and fourth Friday.
No. 6. Gladiator, second and fourth Friday.
No. 12. Suffolk, second and fourth Friday.
No. 18. Puritan, first and third Wednesday.
No. 24. Hub City, first and third Thursday.

When Knighthood Was in Flower—The pageantry of Knighthood seems to have appealed to many of those who had a hand in the founding of fraternal orders, so that there are Knights of Malta, Knights of the Golden Eagle, Knights of Honor, Knights of Labor, Royal Black Knights, and orders such as the Golden Cross, and the United Order of the Golden Star. The Knights of Malta date from 1873; the Knights of the Golden Eagle was instituted at Baltimore in 1873, and the Knights of Honor, at St. Louis, that same year. Many of the benefit organiza-

tions which still survive date from the two decades following the Civil War. The Knights of Labor was born in 1869 at Philadelphia, first as a garment makers organization but soon representing labor without any trade distinctions. The Royal Arcanum may be considered a Boston affair, incorporated in 1877, and having most of its first lodges in New England. It soon became the strongest of the fraternal mutual assessment benefit societies in the State.

Almost as attractive was the lore buried beneath our Indian history, in the days before the country was plunged into civil war. The surprising thing is that there are not more organizations which used the aborigine and his ceremonials as the foundation for their rituals. The Red Men were the foremost of the few fraternal orders in preserving in the titles of their lodges, officials ,and ceremonials, the names and ideas of the American Indian. It is claimed that this society in a direct descendant of the "Sons of Liberty," the secret Revolutionary order founded in 1764, and with which Paul Revere and the Green Dragon Tavern were associated. The descent is traced through the Tamina of from 1771 to 1810, from which the Red Men were reorganized in 1813. This Tamina, being political in its aims, soon dropped out of sight, and with politics eliminated, emerged as the present order in 1833. The Ancient Order of United Workmen, which has a large membership in Boston, claims to be the oldest of the more than 200 fraternal benefit societies in the United States. It was founded at Meadville, Pennsylvania, in 1868, by John Upchurch, a Mason. The Benevolent and Protective Order of Elks was formed, or reformed, out of the "Jolly Corks," a convivial fraternity, the first lodge being founded in 1871. The Boston lodge was established in 1879, and is supposed to have been the first grand lodge instituted. This is one fraternity whose purposes are best served by having a home building in the city in which it is located. The Boston Elks very early provided itself with attractive headquarters. The Elks Hotel, a splendid structure, was opened with elaborate ceremonies, in the early months of 1927.

Catholic Organizations—For a century Boston has been the recipient of a very large accession to its population from Ireland, and there are many Irish and Catholic fraternal orders in the city. The membership of the Catholic Societies alone make up more than half of the total for the secret and benefit societies of the Metropolis. The most of these fraternities are of recent origin, if one excepts the Ancient Order of Hibernians, which has a history dating back to 1691 in the old country, and one in America going back to 1835. The society in Boston was established a few years after the first on this side of the ocean. The Massachusetts Catholic Order of Foresters was organized in Boston, in

1879, being one of the first of the Catholic branches of the Foresters of America to be set up among the States; only Illinois preceded it. Local self-government was the object desired, and with it, the Foresters of the city grew very rapidly, now being one of the two largest of such orders in the Metropolis. Its emblem, a Roman cross on a shield, is well known to Bostonians. The society, the Knights of Saint Rose, was originated by members of the Massachusetts Catholic Order of Foresters of Boston in 1889.

Probably the best known Catholic Fraternity is the Knights of Columbus, founded at New Haven, Connecticut, March, 29, 1882, to "Promote social and intellectual intercourse among its members, and to render pecuniary aid to them and to their beneficiaries." The order did not spread to outside States for the first decade after its institution. The first lodge in Massachusetts was that set up in Charlestown, in 1892, but from this year on the Knights of Columbus have been making remarkable progress, particularly during the World War. Its emblem is an eight cornered cross, with representations of cross, dagger, anchor and vessel, refering to Columbus and his voyage of 1492. The fraternal and benevolent activities of the order during the World War were so notable that the society won a place in the public eye, which has not since been relinquished.

The number of fraternal orders in Boston are so many, that little more can be attempted than to give a directory of the organizations, their names, parts, officials, and the like, as they existed in 1927:

ANCIENT ORDER OF HIBERNIANS OF MASSACHUSETTS.
Main Office, Weymouth, Massachusetts.

State biennial convention the fourth Tuesday in August, 1927.
State President, Denis J. Slattery, Weymouth.
State Vice-President, John J. O'Connor, Holyoke.
State Secretary, Joseph M. Sharry, Worcester.
State Treasurer, Michael J. Dullea, South Boston.
State Chaplain, Rev. Philip J. O'Donnell, Boston.

Suffolk County Officers.

President, Jeremiah J. Crowley, Charlestown.
Vice-President, Bartholomew J. Fahey, Dorchester.
Recording Secretary, ——— ———.
Financial Secretary, Patrick J. Murphy, Chelsea.
Treasurer, Michael J. Ahern, 446 East Third, South Boston.
Chaplain, Rev. Thomas F. MacCormack, Charlestown.

List of Divisions in Suffolk County.

Div. 1. Roughan Hall, 66 Main, Charlestown, first and third Sundays.
Div. 2. Junction Porter and Bennington, East Boston, first Sunday and third Wednesday.

Div. 4. 1651 Wash., first and third Sunday.
Div. 5. Owls' Hall, 66 Main, Charlestown, second and fourth Sundays.
Div. 6. 376 West Broadway, South Boston, second Sunday.
Div. 9. Hibernian Hall, 184 Dudley, Roxbury, second Friday.
Div. 10. Central Hall, 220 Broadway, Chelsea, first and third Sundays.
Div. 13. 540 East Broadway, South Boston, first and third Sundays.
Div. 14. 333 Market, Br., second Tuesday.
Div. 15. St. Joseph's Hall, St. Joseph Street, J. P., second and fourth Mondays.
Div. 16. Needham Hall, 1488 Columbus Avenue, Roxbury, first Sunday.
Div. 17. Sarsfield Hall, 184 Dudley, Roxbury, first Sunday.
Div. 19. Hibernian Hall, 184 Dudley, Roxbury, second Sunday.
Div. 20. Mishawum Hall, 11 City Square, Charlestown, second and fourth Sundays.
Div. 21. 10 Market, Brighton, first and third Sundays.
Div. 22. Needham Hall, 1488 Columbus Avenue, Roxbury, second Sunday.
Div. 26. A. O. H. Hall, Neponset, first Sunday and third Wednesday.
Div. 28. A. O. H. Hall, Winthrop Avenue, Revere, first and third Sundays.
Div. 31. Arcadia Hall, 204 Adams, Dorchester, first Sunday.
Div. 32. St. Omar Hall, 376 West Broadway, South Boston, second and fourth Sundays.
Div. 33. Tonti Hall, 327 E Street, South Boston, second and fourth Sundays.
Div. 34. Hibernian Building, 184 Dudley, Roxbury, fourth Sunday.
Div. 36. National Hall, 1 National, South Boston, second and fourth Sundays.
Div. 37. Hibernian Hall, Union Street, Charlestown, first Tuesday and third Sunday.
Div. 39. Sarsfield Hall, 184 Dudley, Roxbury, first Sunday.
Div. 41. Hibernian Hall, 184 Dudley, Roxbury, second Sunday.
Div. 42. Hibernian Hall, Union Street, Charlestown, first Sunday.
Div. 45. Hibernian Hall, Union Street, Charlestown, second and fourth Sundays.
Div. 49. Brighton Hall, 400 Market, Brighton, first Monday and third Sunday.
Div. 51. St. Joseph Hall, St. Joseph Street, J. P., first Thursday.
Div. 52. Hibernian Hall, 184 Dudley, Roxbury, fourth Sunday.
Div. 55. Hibernian Hall, 184 Dudley, Roxbury, second Sunday.
Div. 60. Sarsfield Hall, 184 Dudley, third Sunday.
Div. 61. Deacon Hall, 165 Washington, first and third Sundays.
Div. 71. 184 Dudley, Roxbury, second Sunday.
Div. 72. 17 Worcester, third Sunday.
Div. 76. Washington Hall, 995 Washington, second Friday and fourth Sunday.

ANCIENT ORDER OF UNITED WORKMEN OF MASSACHUSETTS.

Grand Lodge Office, 12 Walnut.
Annual Meeting, fourth Tuesday in April.

Officers of the Grand Lodge.

Grand Master, Andrew T. Carlin, Brighton.
Grand Foreman, Charles J. Adcock, Waltham.
Grand Overseer, William F. Macdonald, Jr., Boston.
Past Grand Master Workman, Frank W. Waite, Salem.
Grand Recorder, Charles C. Fearing, Boston.
Grand Treasurer, S. Herbert Wilkins, Salem.
Grand Guide, Alfred H. Holbrook, Braintree.
Grand Inside Watchman, M. H. Blute, Somerville.
Grand Outside Watchman, James D. McGrath.

Lodges in Boston.

No. 1. Beacon, third Monday, Gould Hall, 3 Boylston Place.
No. 2. Massachusetts, second and fourth Mondays, Brunswick Hall, 214 Dudley.
No. 5. Unity, first Thursday, G. A. R. Hall, 409 Broadway, South Boston.
No. 7. Everett, first and third Tuesdays, Tonawanda Hall, 5 Tonawanda, Dorchester.
No. 8. Dearborn, first and third Thursdays, 184 Dudley, Roxbury.
No. 10. Metropolitan, third Friday, Gould Hall, 3 Boylston Place.
No. 13. Monticello, second and fourth Thursdays, Memorial Hall, Green Street, Charlestown.
No. 25. Central, first and third Tuesdays, Walcott Hall, 32 Central Square, East Boston.
No. 33. Riverside, first Friday, Liberty Hall, 1203 River, Hyde Park.
No. 66. Marion, first and third Tuesdays, Lincoln Hall, Centre and Green Streets, J. P.
No. 82. Mayflower, fourth Tuesday, Tonawanda Hall, 3 Tonawanda, Dorchester.
No. 104. Fairview, first and third Mondays, K. of C. Bungalow, Murray Hill Road, Ros.
No. 109. Dudley, fourth Tuesday, Auxiliary Hall, 184 Dudley, Roxbury.
No. 110. Boston, fourth Wednesday, Gould Hall, 3 Boylston Place.
No. 115. Mt. Washington, second and fourth Wednesdays, G. A. R. Hall, 456 West Fourth, South Boston.
No. 120. Gen. Sherman, second and fourth Tuesdays, 515 Tremont.
No. 126. Ruggles, second and fourth Tuesdays, Evangeline Hall, 214 Dudley, Roxbury.
No. 129. Vulcan, second and fourth Mondays, John Boyle O'Reilly Hall, 184 Dudley, Roxbury.
No. 132. Codman, first and third Wednesdays, Robertson Hall, 2 Bloomfield, Roxbury.
No. 134. West End, fourth Thursday, 3 Boylston Place.
No. 151. Allston, fourth Tuesday, Franklin Hall, 10 Franklin, Allston.
No. 156. West Roxbury, second and fourth Thursdays, Liederkranz Hall, Rockland Street, West Roxbury.
No. 165. Farragut, first and third Wednesdays, G. A. R. Hall, 456 West Fourth, South Boston.
No. 218. Shawmut, fourth Tuesday, Deacon Hall, 1651 Wash.

BENEVOLENT AND PROTECTIVE ORDER OF ELKS.

Grand Exalted Ruler, Charles H. Grakelow, of Pennsylvania; election second week in July, 1927.
Boston Lodge, No. 10; meets in Elks Hall, 275 Tremont, first and third Sunday from October to May, and first Wednesday from May to October.
Exalted Ruler, Daniel J. Kane.
Esteemed Leading Knight, James R. Flanagan.
Esteemed Loyal Knight, Thomas F. Lockney.
Esteemed Lecturing Knight, Samuel Kalesky.
Secretary, Patrick F. McCarron.
Treasurer, Bernard A. McMahon.
Tiler, Henry E. Hayward.
Trustees, Michael W. O'Brien, chairman; Francis X. Mahoney, M. D., Joseph M. Sullivan.
Election first Sunday in March.

ELKS OF THE WORLD.

District Deputy, Dr. James T. Rosser, 786 Tremont, Boston.
Pioneer Lodge, No. 19A, 1095 Tremont, Roxbury. Dr. John B. Hall, secretary, 60 Windsor, Roxbury.
Bay State Lodge, No. 19B, 5 Ruggles, Roxbury. William H. Ridley, secretary, 20 Lopaz, Cambridge.

FORESTERS OF AMERICA.

EXECUTIVE COUNCIL AND GRAND COURT OFFICERS, DISTRICT OF MASSACHUSETTS.
Headquarters, 248 Boylston, Room 406, Boston.

Grand Officers.

Grand Chief Ranger, W. L. Johnson, M. D., Uxbridge.
Grand Sub Chief Ranger, John P. Conway, Hopkinton.
Grand Treasurer, Anthony J. Connolly, Arlington.
Grand Secretary, William J. Mitchell, 248 Boylston, room 406.
Grand Recording Secretary, Thomas A. Farmer, Lynn.
Grand Lecturer, Joseph J. Charnisch, Chicopee Falls.
Grand Senior Woodward, Hugh McGuire, Worcester.
Grand Junior Woodward, John T. Nixon, Pittsfield.
Grand Senior Beadle, James Conway, Quincy.
Grand Junior Beadle, William A. Thibault, Spencer.
Grand Trustees, Henry J. Dupruz, Lowell; Thomas C. Harrigan, Gardner; Amato Pescosolido, Joseph Locke, Chelsea; John A. Crowley, Fall River.
Grand Auditors, Edward O'Connor, Henry A. Carter, Ronald P. Kemp.
Election third Tuesday in May.

Courts in Boston Under Jurisdiction of Grand Court of Massachusetts.

No. 22. City of Boston, first and third Wednesdays, Sarsfield Hall, 184 Dudley.
No. 25. Highland, first Wednesday and third Saturday, Roxbury Hall, 67 Warren.
No. 63. Leif Ericsson, second and fourth Fridays, Deacon Hall, 1651 Washington.
No. 143. Italy, second and fourth Tuesdays, 41 Prince.
No. 186. King Humbert, first Tuesday, 41 Prince.
No. 203. Golden Star, third Monday, Russell Hall, 1651 Washington.
No. 204. Joseph Verdi, first and third Tuesdays, Donovan Hall, 11 Green.
No. 212. Roma, second and fourth Thursdays, 170 Hanover.
No. 213. Red Cross, third Thursday, 41 Prince.
No. 237. Savoia, second Thursday, Russell Hall, 1651 Washington.
No. 243. Mt. Washington, first and third Fridays, Deacon Hall, 1651 Washington.

Companions of the Forest of America, Grand Circle of Massachusetts, 46 Bowdoin, Dorchester.

Mrs. Evelyn Sawyer, secretary.

FRATERNAL ORDER OF EAGLES.

Dorchester Aerie, No. 1989, first and third Wednesday, 214 Dudley, Roxbury.
Worthy President, Wendell P. Thore, Squantum.
Worthy-Vice-President, Harold Shay, Dorchester.
Worthy Chaplain, Frank Ward.
Secretary, Kenneth Crowell, 42 Idaho, Mat.
Treasurer, A. M. Shay.

Worthy Conductor, W. D. Shanahan.
Inside Guard, V. A. Chapman.
Outside Guard, Daniel Brooks.

IMPROVED ORDER OF RED MEN.

Grand Council of Massachusetts, 18 Boylston, Room 18.

Great Sachem, Frank F. Chandler, Worcester.
Great Senior Sagamore, Fred M. Terrill, Cliftondale.
Great Junior Sagamore, Benjamin B. Armstrong, North Attleboro.
Great Prophet, Howard F. Graves, Greenfield.
Great Chief of Records, George W. Emerson, 18 Boylston, room 18.
Great Keeper of Wampum, J. Arthur Wheeler, Lynn.
Great Council meets in Boston third Wednesday in October, 1926.

Boston Tribes.

No. 4. Shawmut, Friendship Hall, 515 Tremont, first and third Wednesday.
No. 42. Kitchamankin, Hancock Hall, 572 Columbia Road, Dorchester, first and third Friday.
No. 46. Abenakis, 163 Meridian, East Boston, second and fourth Thursday.
No. 53. Uncataquisset, Odd Fellows Hall, 41 River Street, Dorchester, first and third Wednesday.
No. 75. Pawnee, Lincoln Hall, 658 Centre, J. P., second and fourth Wednesday.
No. 154. Ponkapoag, Rathbone Hall, 24 Warren, Roxbury, second and fourth Tuesday.

Councils of Pocahontas.

No. 7. Baboosic, Social Hall, Rathbone Hall, 24 Warren, Roxbury, first and third Friday.
No. 13. Modockawando, 140 Meridian, East Boston, second and fourth Wednesday.
No. 21. Neyron Council, Friendship Hall, 515 Tremont, second and fourth Wednesday.
No. 60. Hoosic Whisic, Robinson Hall, Bloomfield and Geneva Avenue, Dorchester, second and fourth Wednesday.
Great Council of Massachusetts meets third Wednesday in October, 1926.

KNIGHTS OF COLUMBUS.

State Headquarters, 120 Boylston, Room 544.

Annual meeting, second Tuesday in May.
State Deputy, Edmund J. Brandon, Cambridge.
State Secretary, John E. Swift, Milford.
State Executive Secretary, Louis Watson, Boston.
State Treasurer, Thomas F. McGrath, Newburyport.
State Advocate, Francis P. McKeon, Worcester.
State Warden, Charles F. Bartick, Boston.
State Chaplain, Rev. Joseph F. Coppinger, Boston.
State Auditor, T. J. Collins, Holyoke.
No. 62. Bunker Hill Council, second and fourth Tuesday, 44 High, Charlestown.
No. 68. Boston Council, St. Rose Hall, 17 Worcester, second and fourth Thursday.
No. 78. South Boston Council, 409 West Broadway, South Boston, first and third Thursday.
No. 84. Fitton Council, 357 Princeton, East Boston, first and third Tuesday.
No. 89. James J. Chittick Council, Neponset Hall, Everett Square, Hyde Park, first and third Monday.

No. 98. Mt. Pleasant Council, 152 Dudley, Roxbury, second and fourth Tuesday.
No. 107. Tremont Council, 2 Decatur, second and fourth Monday.
No. 108. West End Council, 3 Boylston Place, second and fourth Friday.
No. 116. James E. Hayes Council, Pleasant, corner Pearl, Dorchester, first and third Monday.
No. 117. Redberry Council, St. Ann's School Hall, Neponset Avenue, second and fourth Thursday.
No. 120. Jamaica Plain Council, Green, corner Rockview, J. P., first and third Tuesday.
No. 121. Brighton Council, Brighton Catholic Inst., Market Street, second and fourth Thursday.
No. 123. Roxbury Council, K. of C. Hall, 1435 Tremont, Roxbury, second and fourth Wednesday.
No. 134. Robert Fulton, Dorchester Catholic Club, Easton Square, second and fourth Monday.
No. 138. Dorchester Council, Pleasant, corner Pearl, Dorchester, second and fourth Thursday.
No. 139. Mt. Vernon Council, Pleasant, corner Pearl, Dorchester, second and fourth Monday.
No. 168. Franklin Council, 646 Warren, Roxbury, first and third Tuesday.
No. 170. Shawmut Council, Norfolk Hall, 328 Washington, Dorchester, second and fourth Thursday.
No. 180. Dorchester L. M. Council, Odd Fellows Hall, 41 River, Mat., second and fourth Wednesday.
No. 213. Rev. John B. deValles Council, Pleasant, corner Pearl, Dorchester, first and third Tuesday.
No. 219. North End Council, St. Mary's Hall, Stillman Street, first and fourth Tuesday.
No. 225. Teutonia Council, Casino Hall, 133 Shawmut Avenue, third Monday.
No. 271. Pere Marquette Council, 66 N Street, South Boston, second and fourth Monday.
No. 290. Mt. Bowdoin Council, Pleasant, corner Pearl, Dorchester, first and third Thursday.
No. 298. St. James Council, 11 Appleton, first and third Tuesday.
No. 331. Back Bay Council, St. Cecelia Guild Hall, 20 Belvidere Street, first and third Monday.
No. 555. Allston Council, 40 Harvard Avenue, Allston, second and fourth Thursday.
No. 1308. John J. Williams Council, 7 Murray Hill Road, Ros., first and third Tuesday.
No. 1331. Rose Croix Council, 152 Dudley, Roxbury, second and fourth Wednesday.
No. 1513. Ansonia Council, 90 Washington, second and fourth Monday.
No. 1538. Mattapan Council, K. of C. Hall, Blue Hill Avenue, second and fourth Thursday.

KNIGHTS OF MALTA.

Grand Commandery of Massachusetts, 845 Colonial Building.

Annual session second Tuesday in June.
Grand Commander, Albert Curtis, Worcester.
Grand Recorder, Frederic H. Wilson, 100 Boylston, room 845.
Grand Treasurer, Nathaniel A. Cushman, Taunton.
No. 157. Cross and Crown, 515 Tremont, first and third Thursday.
No. 167. Boston, 584 Columbia Road, Dorchester, second and fourth Wednesday.
No. 207. St. Aldemar, 104 Meridian, East Boston, first and third Monday.

No. 397. King Oscar, 515 Tremont, second and fourth Friday.
No. 603. Allston, I. O. O. F. Hall, 509 Cambridge, Allston, second and fourth Friday.

Dames of Malta.

No. 138. Queen Esther, Columbia Hall, 584 Columbia Road, Dorchester, second and fourth Monday.

LOYAL ORANGE INSTITUTION.

Supreme Lodge of the United States.

Grand Master, Hugh Wilson, Pittsburgh, Pennsylvania.
Supreme Grand Secretary, George J. Lemmon, Chester, New Jersey.

Grand Lodge of Massachusetts.

Annual meeting, first Saturday in May. Semi-annual meeting, first Saturday in November.
Grand Master, Murdock MacKillop, Brookline.
Grand Secretary, Albert J. Hall, 45 Florence, Somerville.
Grand Treasurer, John Shaw, 6 St. Andrew Road, East Boston.
Washington Lodge, No. 8, 2 Main, Charlestown, third Wednesday.
Martin Luther Lodge, No. 70, 1165 Tremont, Roxbury, second Tuesday.
Bunker Hill Lodge, No. 91, 2 Main, Charlestown, third Wednesday.
Cameron Lodge, No. 102, 1165 Tremont, Roxbury, third Monday.
Star of the East Lodge, No. 422, 32 Central Square, East Boston, second and fourth Thursday.

ROYAL BLACK KNIGHTS.

Grand Chapter of U. S. A.

Supreme Grand Master, James Morrow, New York City.
Supreme Grand Registrar, George Stewart, Clinton, Massachusetts.

Grand Chapter of Massachusetts.

Annual meeting, first Saturday in May.
State Grand Master, William McCartney, Boston.
State Grand Registrar, William Corbett, 78 Harvard, Brookline.
Covenant of Peace, No. 3, 1165 Tremont, second and fourth Friday.

LOYAL ORDER OF MOOSE.

Supreme Lodge Headquarters, Moosehart, Illinois.
Annual Session, July 1-5, at Chicago, Ill.
Supreme Dictator, J. Albert Cassedy.
Supreme Vice Dictator, Norman G. Heyd.
Supreme Secretary, George N. Warde.
Boston Lodge, No. 34, 24 Warren, Roxbury, second and fourth Friday. Office of Boston Lodge, 24 Warren, Roxbury. Fred A. Herbert, secretary.
Peninsular Lodge, No. 1389, Moose Home, 935 East Broadway, South Boston, second Tuesday, 8 p. m., and fourth Sunday, 2.30 p. m. William H. Ogden, secretary, 935 East Broadway, South Boston.
Allston Lodge, No. 1252, Odd Fellows' Hall, Union Square, Allston, second and fourth Friday. Max L. Heeger, secretary.

MASSACHUSETTS CATHOLIC ORDER OF FORESTERS.

Main office, 17 Worcester Street.
High Court meets annually fourth Wednesday in May.

High Chief Ranger, Patrick J. McArdle, Charlestown.
High Vice-Chief Ranger, Mrs. Mary A. Costello, Boston.
High Secretary-Treasurer, Joseph J. Forrester, 17 Worcester.
High Senior Conductor, Peter A. Welsh, Boston.
High Junior Conductor, James A. Donovan, Springfield.
High Inside Sentinel, James McCabe, Quincy.
High Outside Sentinel, Joseph A. Cahalan, Boston.
High Medical Examiner, Francis H. Hanley, M. D., Whitman.
High Chaplain, Rev. James H. O'Neil, LL. D., East Boston.

Subordinate Courts in Boston.

No. 1. Cathedral, first and third Wednesday, 17 Worcester.
No. 3. Fenwick, second and fourth Thursday, 11a Green.
No. 4. St. Francis, first and third Wednesday, 1435 Tremont, Roxbury.
No. 5. Leo, first and third Wednesday, Walcott Hall, Central Square, East Boston.
No. 6. Cheverus, first and third Monday, Memorial Hall, 14 Green, Charlestown.
No. 7. St. Patrick's, first and third Monday, Perkins Post Hall, 540 East Broadway, South Boston.
No. 8. Sherwood, second and fourth Friday, 17 Worcester.
No. 9. Columbus, second and fourth Monday, 17 Worcester.
No. 11. St. Joseph's, second and fourth Wednesday, 11a Green.
No. 12. Fulton, third Friday, 17 Worcester.
No. 13. Fitzpatrick, second and fourth Wednesday, Walcott Hall, 33 Central Square, East Boston.
No. 15. St. Peter and St. Paul, first and third Tuesday, 1 National, South Boston.
No. 17. Hamilton, first and third Tuesday, Roughan Hall, 16 City Square, Charlestown.
No. 18. St. Peter, first and third Thursday, Arcadia Hall, 204 Adams, Dorchester.
No. 19. Williams, second Monday and fourth Sunday, Walcott Hall, 33 Central Square, E. E.
No. 20. Mt. Pleasant, second and fourth Wednesday, Brunswick Hall, 214 Dudley, Roxbury.
No. 21. St. Alphonsus, first and third Monday, 1334 Tremont.
No. 23. St. John, second and fourth Monday, Foresters Hall, 17 Harvard Avenue, H. P.
No. 24. St. Gregory, first and third Tuesday, Johnson Hall, Eliot and Adams streets, L. M., Dorchester.
No. 28. Erin, second and fourth Tuesday, 17 Worcester.
No. 34. Americus, first and third Monday, 17 Worcester.
No. 37. Friendship, first Thursday, 17 Worcester.
No. 38. St. Joseph's, first and third Tuesday, 184 Dudley, Roxbury.
No. 46. St. Augustine, first and third Tuesday, Dahlgren Hall, 327 East Street, South Boston.
No. 49. Constantine, first and third Tuesday, 17 Worcester.
No. 51. Holy Trinity, second Thursday, Casino Hall, 133 Shawmut Avenue.
No. 52. Highland, second Sunday, 214 Dudley.
No. 54. St. James, fourth Tuesday, 17 Worcester.
No. 57. Carroll, first and third Wednesday, Legion Hall, 129 South, J. P.
No. 65. St. Columbkille, first and third Tuesday, Catholic Institute Hall, Br.
No. 70. St. Michael, first and third Tuesday, Gray's Hall, 619 East Broadway, South Boston.

No. 93. Germania, third Thursday, 133 Shawmut Avenue.
No. 95. Columbia, first and third Thursday, 1488 Columbus Avenue, Roxbury.
No. 99. St. Ignatius, second and fourth Tuesday, Fairview Hall, 43 Poplar, Ros.
No. 105. St. Cecilia (ladies'), first Tuesday, 133 Shawmut Avenue.
No. 106. St. Clare (ladies'), first and third Thursday, 17 Worcester.
No. 107. Notre Dame (ladies'), first and third Thursday, Perkins Post Hall, 540 East Broadway, South Boston.
No. 108. St. Agnes (ladies'), first and third Wednesday, Liberty Hall, 1203 River, Hyde Park.
No. 113. St. Jerome, second and fourth Monday, 17 Worcester.
No. 114. Alma Mater (ladies'), first and third Monday, Central Hall, 18 Central Square, East Boston.
No. 118. St. Othilia (ladies'), second Tuesday, Casino Hall, 133 Shawmut Avenue.
No. 119. St. Boniface, first Sunday, Casino Hall, 133 Shawmut Avenue.
No. 125. St. Aloysius, third Wednesday, Casino Hall, 133 Shawmut Avenue.
No. 126. Bunker Hill, second and fourth Wednesday, Memorial Hall, 14 Green, Charlestown.
No. 131. St. Stephen, third Thursday, Sarsfield Hall, 184 Dudley, Roxbury.
No. 135. St. Genevieve (ladies'), second and fourth Monday, Catholic Institute Hall, Br.
No. 138. St. Josephine (ladies'), first and third Wednesday, Arcadia Hall, Fields Corner, Dorchester.
No. 140. Angelus (ladies'), first and third Monday, 16 River, Dorchester.
No. 141. St. Gertrude (ladies'), first and third Wednesday, Memorial Hall, 14 Green, Charlestown.
No. 143. Our Lady of Lourdes (ladies'), second and fourth Thursday, K. of C. Hall, Green Street, J. P.
No. 144. Bethlehem (ladies'), second and fourth Monday, Knights of Columbus Hall, Murray Hill Road, Ros.
No. 145. Norfolk, second and fourth Tuesday, Franklin Hall, Codman Square, Dorchester.
No. 151. Perpetual Help (ladies'), first and third Thursday, K. of C. Hall, 1435 Tremont, Roxbury.
No. 153. Father Thayer, first and third Wednesday, Credit Union Hall, 90 Chambers.
No. 154. Hughes, second Tuesday, 17 Worcester.
No. 158. St. Paula, first and third Thursday, 214 Dudley, Roxbury.
No. 173. Owen A. Galvin, second and fourth Thursday, Howard Temple, 66 Main, Charlestown.
No. 180. Neponset, first and third Tuesday, 19 Walnut, Nep.
No. 181. St. Louise (ladies'), first and third Wednesday, Walnut Hall, 19 Walnut, Nep.
No. 184. St. Philip, second and fourth Tuesday, Brunswick Hall, 214 Dudley, Roxbury.
No. 185. St. Stanislaus Kostka, fourth Sunday, St. Mary's Polish Church, 655 Dorchester Avenue, South Boston.
No. 187. Blessed Sacrament (ladies'), first and third Wednesday, 1488 Columbus Avenue, Roxbury.
No. 198. Dorchester, first and third Friday, Sarsfield Hall, 214 Dudley, Roxbury.
No. 202. Father O'Connor, fourth Wednesday, 17 Worcester.
No. 204. Fraternity, third Monday, 17 Worcester.
No. 206. St. Victorian, fourth Thursday, Brunswick Hall, 214 Dudley, Roxbury.
No. 211. St. Luke, third Thursday, Parkway Hall, Mat. Square.

No. 216. St. Mark, third Monday, Lythgoe Hall, Codman Square, Dorchester.
No. 218. Fr. Barry, second Tuesday, St. Cecelia, Guild Hall, 20 Belvidere.
No. 221. Pentecost, second and fourth Tuesday, Columbus Club Hall, 48 Pleasant, Dorchester.
No. 223. Salve Regina, second and fourth Wednesday, Winona Hall, 2 Bloomfield, Dorchester.
No. 228. Ashmont, third Monday, Lythgoe Hall, Codman Square, Dorchester.
No. 229. Allston, first and third Thursday, Franklin Hall, Franklin Street, Allston.
No. 230. Rev. John F. Kelleher, first and third Friday, 340 Cambridge, Br.
No. 248. St. Bernadette, fourth Friday, Parkway Hall, Mat.
No. 250. Mt. Ida, first and third Thursday, Winona Hall, Bloomfield Street, Dorchester.
No. 254. Father McGoldrick, first and third Tuesday, St. Leo's Assembly Hall, Esmond Street, Dorchester.
No. 255. Edward Everett, second and fourth Monday, 244 Boston, Dorchester.
No. 257. Lady of Grace, first and third Tuesday, 1435 Tremont.
No. 258. Presentation, first and third Thursday, Oak Square Bungalo, Faneuil and Bigelow streets, Braintree.
No. 261. Jamaica Plain, first and third Thursday, K. of C. Clubhouse, Green Street, Jamaica Plain.
No. 263. Lady of Peace, second and fourth Thursday, Oak Square Bungalo, Faneuil corner Bigelow, Braintree.
No. 264. St. Andrews, first and third Monday, 3698 Washington, Jamaica Plain.
No. 265. Father James N. Supple, first and third Tuesday, Howard Temple Hall, 66 Main, Charlestown.
No. 268. Rt. Rev. James J. Chittick, second Monday, Galigan Hall, 100 Readville Street, Readville.
No. 270. Rev. Anthony J. Rossi, first and third Monday, Brighton Catholic Institute, 333 Market, Braintree.
No. 271. Daniel A. Cronin, first and third Wednesday, K. of C. Hall, Green Street, Jamaica Plain.
No. 273. Rt. Rev. Thomas Magennis, second and fourth Friday, 11 St. Joseph Street, Jamaica Plain.
Knights and Ladies of St. Rose (second degree corporation), second and fourth Sunday afternoons, 17 Worcester.

NEW ENGLAND ORDER OF PROTECTION.

Supreme Lodge Office, 156 Newbury.

Supreme Warden, Joseph E. Studley, Somerville.
Supreme Vice Warden, Edward T. Crannell, Burlington, Vermont.
Sitting Past Supreme Warden, George P. Healy, Manchester, New Hampshire.
Supreme Secretary, Walter B. Power, Boston.
Supreme Treasurer, Guilford S. Newhall, Boston.
Supreme Guide, Frederick W. Mareman, Cambridge.
Supreme Medical Examiner, Geo. W. W. Whiting, M. D., West Medford.
Supreme Chaplain, Mrs. Esther L. Jenison, Brockton.
Supreme Guardian, Mrs. Rose M. Pelletier, Lewiston, Maine.
Supreme Sentinel, Mrs. Grace V. Bourcy, Arlington.
Meeting second Tuesday in May.

Grand Lodge of Massachusetts, 101 Tremont, room 412.

Grand Warden, John J. A'Hearn, Dorchester.
Grand Vice Warden, William H. Bartlett, Roxbury.
Sitting Past Grand Warden, Joseph E. Studley, Somerville.
Grand Secretary, Judith A. Hinckley, Boston.
Grand Treasurer, Frank W. Swett, Winthrop.
Grand Chaplain, Miss Margaret A. Trainer, Dorchester.
Grand Guide, Martin E. Burke, Springfield.
Meeting second Wednesday in March.

No. 2. Volunteer Lodge, fourth Saturday, Bethesda Hall, 409 Broadway, South Boston.
No. 22. Enterprise Lodge, second and fourth Thursdays, 2374 Washington.
No. 28. Columbia Lodge, first and third Wednesday, Columbia Hall, 584 Columbia Road, Dorchester.
No. 33. Commonwealth Lodge, first and third Tuesday, Guild Hall, 2374 Washington, Roxbury.
No. 34. Massachusetts Lodge, second and fourth Wednesday, St. Lawrence Hall, 214 Dudley, Roxbury.
No. 57. Winthrop Lodge, first and third Monday, Wolcott Hall, Central Square, East Boston.
No. 66. Washington Lodge, first and third Tuesday, Brunswick Hall, 214 Dudley, Roxbury.
No. 75. Shoe & Leather Lodge, second and fourth Monday, Guild Hall, 2374 Washington, Roxbury.
No. 117. Clarion Lodge, second and fourth Tuesday, 27 Poplar, Roslindale.
No. 150. Mizpah Lodge, second and fourth Tuesday, 409 West Broadway, South Boston.
No. 185. Roxbury Lodge, first and third Monday, Sarsfield Hall, 184 Dudley, Roxbury.
No. 280. Defender Lodge, first and third Monday, 456 West Fourth, South Boston.
No. 289. Allston Lodge, second and fourth Wednesday, 10 Franklin, Allston.
No. 305. Suffolk Lodge, second and fourth Friday, 68 Seaverns Avenue, Jamaica Plain.
No. 322. Boston Lodge, second and fourth Monday, St. Lawrence Hall, 214 Dudley, Roxbury.
No. 339. Tremont Lodge, first and third Wednesday, Guild Hall, 2374 Washington, Roxbury.
No. 355. Algonquin Lodge, second and fourth Tuesday, Guild Hall, 2374 Washington, Roxbury.
No. 447. D. E. Frasier Lodge, fourth Thursday, Auxiliary Hall, 184 Dudley, Roxbury.
No. 569. Dudley Somerset Lodge, first and third Tuesday, Rathbone Hall, 24 Warren, Roxbury.

ORDER OF SCOTTISH CLANS.

Office, 248 Boylston, Room 408.

Royal Clan.

Royal Chief, Duncan MacInnes, New York City.
Past Royal Chief, John Hill, St. Louis, Missouri.
Royal Tanist, Alexander C. McKnight, Duluth, Minnesota.
Royal Counsellor, Thomas B. Forsyth, San Francisco, California.
Royal Secretary, Thomas R. P. Gibb, 248 Boylston.
Royal Treasurer, William Reid, Jr., New York City.
Royal Physician, G. A. Johnson, M. D., Everett, Massachusetts.

Grand Clan of Massachusetts.

Grand Chief, John Malcolm, Revere.
Grand Tanist, Arthur Wright, Somerville.
Grand Chaplain, James Ainsley, Woburn.
Grand Secretary, Dr. Norman A. Welch, Brockton.
Grand Treasurer, Norman MacKay, Roxbury.

Subordinate Clans.

No. 2. Clan McKenzie, Sir Walter Scott Hall, 11 Appleton, first and third Thursday. William Dalgleish, secretary, 13 Adams, Arlington.

No. 32. Clan Cameron, second and fourth Tuesday, 32 Central Square, East Boston. Daniel F. MacKay, secretary, 102 Saratoga, East Boston.

No. 54. Clan Farquharson, Bethesda Hall, 409 West Broadway, South Boston, first and third Tuesday. Harry Wright, secretary, 69 Lyndhurst, Dorchester.

No. 101. Clan MacLeod, Odd Fellows' Hall, Fairmount Avenue, Hyde Park, first and third Monday. Colin M. Chisholm, secretary, 1028 River, Dorchester.

No. 208. Clan MacKinlay, Evangeline Hall, 214 Dudley, second and fourth Thursday. Earl P. Williams, secretary, 272 Boston Avenue, Medford.

No. 239. Clan Robertson, first and third Wednesday, Winona Hall, Geneva Avenue, corner Bloomfield Street, Dorchester. E. Francis MacNeill, secretary, 24 Whitman, Dorchester.

Auxiliary Clans.

No. 33. Auxiliary to Clan Robertson, Winona Hall, Bloomfield, Dorchester, second and fourth Friday.

DAUGHTERS OF SCOTIA.

Grand Lodge.

Grand Chief, Mrs. Margaret Wyllie, Newark, New Jersey.
Secretary, Mrs. Jeanie Milne, Swissvale, Pennsylvania.
Treasurer, Mrs. Jean G. Broadley, Elizabeth, New Jersey.

Subordinate Lodges.

No. 11. Jeanie Deans, first and third Thursday, Brunswick Hall, 214 Dudley, Roxbury. Mrs. B. L. Grace, secretary, 53 Moreland, Roxbury.

No. 95. Lady Farquharson, second and fourth Monday, Pilgrim Hall, 732 East Broadway, South Boston. Margaret Slade, secretary, 620 Columbus Avenue, Dorchester.

No. 113. Lady Tulloch, second and fourth Tuesday, Lincoln Hall, 58 Centre, Jamaica Plain. Mrs. Sadie R. Shaw, secretary, 45 Wenham, Jamaica Plain.

ORDER OF UNITED COMMERCIAL TRAVELERS OF AMERICA.

Boston Council, No. 44.

Meets fourth Saturday, Berkeley Hall, 4 Berkeley Street.
Senior Counselor, George H. Dakin.
Junior Counselor, Emile C. Franzmann.
Past Counselor, William B. Seigmous, Jr.
Conductor, Joseph T. Hunter.
Page, Charles S. Hopkins.
Sentinel, Fred J. Smith.
Chaplain, John S. Goodway.
Secretary and Treasurer, Henry F. Marson, 19 Electric Avenue, West Somerville.

ROYAL ARCANUM.

Main office, 407 Shawmut Avenue, Samuel N. Hoag, Supreme Secretary.
Office of the Grand Council for Massachusetts, 101 Tremont, room 909.
Grand Regent, Charles H. Holgate, Boston.
Grand Vice Regent, John F. McGarrahan, Cambridge.
Grand Orator, William C. Root, Pittsfield.
Past Grand Regent, John M. Brennan, Roslindale.
Grand Secretary, William L. Kelt, Allston.
Grand Treasurer, George E. Hill, Worcester.
Grand Chaplain, Neil A. Clark, Lowell.
Grand Guide, James W. Goode, Jamaica Plain.
Grand Warden, Frank S. Marshall, Lowell.
Grand Sentry, William W. Brittain, Springfield.
State Medical Examiner, E. Scott Dow, M. D.
Annual meeting fourth Thursday in April.

Subordinate Councils in Boston.

No. 1. Alpha, 214 Dudley, Roxbury, first and third Friday. Frank Moses, secretary, 46 Glover Avenue, Atlantic.

No. 2. Eliot, Guild Hall, 2374 Washington, Roxbury, second and fourth Wednesday. William A. Blossom, secretary, 11 Humboldt Avenue, Roxbury.

No. 4. Boston, 515 Tremont, second and fourth Monday. Gideon G. Ryde, secretary, P. O. Box 2179, Boston.

No. 10. Washington, 184 Dudley, Roxbury, first and third Friday. Seth D. Geer, secretary, 80 Spencer, Dorchester.

No. 60. Suffolk, Brunswick Hall, 214 Dudley, Roxbury, second Friday. W. G. Baker, secretary, 11 Beethoven, Roxbury.

No. 79. Forest, 66 Seaverns Avenue, Jamaica Plain, first Wednesday. William P. Carpenter, secretary, 71 Spring Park Avenue, Jamaica Plain.

No. 103. Warren, 328 Washington, Dorchester, first and third Tuesday. George W. Taylor, secretary, 15a Wabon, Roxbury.

No. 169. Maverick, 163 Meridian, East Boston, second and fourth Thursday. W. H. Duncan, secretary, 154 Harvard, Newtonville.

No. 268. Allston, I. O. O. F. Hall, Union Square, Allston, first and third Monday. Myron B. Collier, secretary, 25 Linden, Allston.

No. 437. Dorchester, Winthrop Hall, 570 Columbia Road, Dorchester, first and third Monday. John H. Donovan, secretary, 345 Thatcher, Milton.

No. 538. Winthrop, G. A. R. Hall, 454 Fourth, South Boston, second and fourth Monday. Thomas E. O'Brien, secretary, 271 Boston, Dorchester.

No. 570. Charlestown, 1 Linwood Place, Charlestown, second and fourth Tuesday. George R. Rucker, secretary, 8 Marcella, Roxbury.

No. 693. Charles Sumner, Otisfield Hall, 17 Otisfield, Roxbury, second and fourth Tuesday. A. Levy, secretary, 40 Quint Avenue, Allston.

No. 835. Jamaica Plain, 670 Centre, Jamaica Plain, second and fourth Monday. John M. Call, secretary, 101 Tremont, second floor.

No. 1306. Roslindale, Fairview Hall, 43 Poplar, Roslindale, first and third Monday. Maurice H. Flanagan, secretary, 1015 South, Roslindale.

No. 1858. Blackstone, Auxiliary Hall, 184 Dudley, Roxbury, first and third Wednesday. John M. Plunkett, secretary, 60 Wyman, Jamaica Plain.

No. 2139. Codman, 2 Bloomfield, Dorchester, first and third Thursday. Thomas L. McFarland, 7 Dunlap, Dorchester.

SONS OF ST. GEORGE.

Office, G. W. Secretary, 35 Granite, Cambridge.

Grand Lodge Officers.

Grand President, John T. Giles, Worcester.
Grand Vice-President, John A. Snowdon, Somerville.
Grand Secretary, John W. C. Sargent, Cambridge, Massachusetts.
Grand Treasurer, Thomas Hollow, Lawrence.
Grand Messenger, Herbert Horsfall, North Adams.
No. 2. Boston Commandery, U. S. K., John Winthrop Hall, 446 Tremont, second and fourth Wednesday.
No. 67. James A. Garfield Lodge, Intercolonial Hall, 214 Dudley, Roxbury, second and fourth Monday.
No. 222. Hearts of Oak Lodge, Meridian Hall, 163 Meridian, East Boston, first and third Thursday.
No. 275. Commonwealth I. O. O. F. Hall, 37 Fairmount Avenue, Hyde Park, second and fourth Wednesday.
No. 391. General Havelock, Fairview Hall, Roslindale, second and fourth Wednesday.
No. 394. Cabot Lodge, Ancient Landmark Hall, 3 Boylston Place, first and third Tuesday.
No. 403. John Bright, Sir Walter Scott Hall, 11 Appleton, second and fourth Wednesday.

ORDER OF UNITED AMERICAN MEN.

State Council Office for Massachusetts, 387 Washington, room 712, Boston.
State Councilor, E. G. Wellman, Springfield.
State Vice-Councilor, George L. Sheldon, Beverly.
State Council Secretary, Alfred L. Powell, 387 Washington, room 712.
State Council Treasurer, Fred A. Dodge, Beverly.
State Council Ind., Robert P. Glass, Marblehead.
State Council Ex., Alton F. Pratt, Plymouth.
State Council Protector, Herbert E. Ballard, Marblehead.
State Council Doorkeeper, Percy L. Head, Peabody.
State Council Trustees, E. E. Clarke, Wenham; S. G. Learned, Boston; A. L. Brown, Marblehead.

JUNIOR ORDER UNITED AMERICAN MECHANICS.

State Councilor, Charles J. Lauckner, Lynn.
State Vice-Councilor, Earle W. Stickney, Bradford.
Junior Past State Councilor, John W. Cochrane, Groveland.
State Treasurer, Nathan T. Johnson, New Bedford.
State Secretary, Jesse Robinson, 11 Hawthorn, Bradford.

UNITED ORDER OF GOLDEN CROSS.

Office of Grand Commandery, 40 Court, room 604.
The annual session of the Grand Commandery of Massachusetts is held on the fourth Wednesday in April.

Grand Commander, Mrs. Lela V. Chisholm, Malden.
Grand Keeper of Records, Lindsey K. Foster, 40 Court, room 604.
Grand Treasurer, George A. Johnson, Everett.

Commanderies in Boston.

No. 54. Highland, 214 Neponset Avenue, Dorchester, third Monday.
No. 183. Brighton, Franklin Hall, Brighton, first Friday.
No. 386. Shawmut, 764 East Broadway, South Boston, fourth Monday.
No. 526. Alpha, Evangeline Hall, 214 Dudley, second and fourth Monday.
No. 791. Bloomfield, Masonic Building, 584 Columbia Road, Dorchester, first and third Monday.

UNITED ORDER GOLDEN STAR.
(Incorporated.)

Office of Grand Commandery, Bradford, Massachusetts.
The annual session of the Grand Commandery of Massachusetts is held in Boston on the second Thursday in June.
Grand Commander, Edgar H. Walker.
Grand Recorder, Mrs. Hattie A. Walker.
Grand Treasurer, Henry D. Rogers, Needham.

Commanderies in Boston.

No. 3. Eagle, 448 West Fourth, South Boston, third Wednesday.
No. 12. Hope, 400 West Broadway, South Boston, third Thursday.

Clubs—In the earlier part of this chapter it was pointed out that Boston was very much of a club city using the term in the widest sense of the word. Not only are clubs numerous, but they represent practically every sort of interest finding an outlet in group association. These clubs are not only typical of the best characteristics of the city, and of the youthful and varied interests of its inhabitants, but have been of the highest value in conserving forces which might otherwise have been dissipated, and in assimilating and strengthening the varied elements which go to make the city of Boston the unique place that it is. The Metropolis was cautious, and relatively late in accepting the idea that the club was really a necessity in its social and civic life. By inheritance, the New Englander is a specialist, one accustomed to doing things by himself, the family being the center of his group life; although, as we have seen, fraternal orders were organized early and have always been relatively strong. The city cannot be said to have been the leader in civic organization, even though some of its civic organizations have been the models upon which other municipalities have patterned their own federations. There is a reserve about the social life of Boston, a clannishness of family, which delayed the formation of social clubs, and which reserve is reflected in some of its clubs. The visitor is struck with the different atmosphere which pervades the Boston club, an atmosphere which is likened to that of English institutions.

In 1868—There can be no generalizations made concerning the present clubs of the Metropolis, for the term has been taken by so many different types of organization, that it means nothing in itself. A club, according to the directory, is "An organization of persons for social intercourse, or some other object." Taking it in the old sense, with social intercourse, as the main branch, and for the other, some particular object, such as athletics, civic reforms, political ends, are education, music, or even just eating, professional, or business aims. Just after the Civil War, there are said to have been only three clubs having houses, and only six others in the city. The clubs with homes of their own were the Temple (1829), probably the oldest and the progenitor of the Tremont, which later became the famous Somerset; the Union, a patriotic organization, dating from 1863; and the Boston Yacht Club. All of which are still vital factors in the social life of the present city.

The First Clubs—The Handel and Haydn Club is probably the oldest of the social organizations which are still active—if we exclude the military and charitable. Even the Handel and Haydn was founded, as most social bodies are, for a double reason, and had a dual purpose; it was both social and musical. Of the strictly social clubs, the Temple, founded in 1829, and lasting until a few years ago, was the oldest of its class. It is still represented in Boston by one of its offshoots, the Somerset which grew out of the Tremont, the latter being a child of the Temple. The Tremont was formed in 1852. Even as late as 1868, according to Edwin Bacon, there were only nine clubs in Boston. Three of these were social; three were yacht clubs, two were in the boat club class; and one was patriotic, the Union which soon after took on more of its present character. The Temple, the Union, and the Yacht Club, as stated, being the only ones having clubhouses.

In 1890—By 1890, according to Hedley, there were not more than a dozen of the Boston clubs with houses of their own, but he mentions a large number of others, although he is somewhat vague in his definition of what constitutes a club. His list of the more important of these organizations consists of: Somerset, Union, Algonquin, St. Botolph, Art, Puritan, Athletic, Century, Elysium, Massachusetts Yacht, Union Boat, Tavern, Roxbury and Dorchester. There evidently was an impetus given to the formation of clubs in the years that followed the Civil War; many built houses during this period. The great period of club organization, however, was that from 1880 to 1910, when their numbers reached a height, that even the post-World War period could not equal. The three decades mentioned saw the rise of more than one hundred organizations, the greater number of which are no longer existent.

Most of the present clubhouses were built at this time. Just before the outbreak of the late war, there were twenty clubhouses in the city, and at least sixty with clubrooms. It is no longer possible to make the classification of the clubs which formerly held, for the term is now applied to many bodies which do not even remotely resemble the social type of a few years back. It has been estimated, that in 1927, there were thirty houses which might be classed with the older type of clubs having homes, and perhaps seventy more like organizations with rooms. This is over and above the numerous charitable, philanthropic, civic, secret, business and professional bodies. One man's guess is as good as another's.

The "Dining Clubs"—There is but one writer, Edwin Bacon, who has tried to gather together the history of some of the clubs of Boston. In his "Recollections of Boston" he has told, in his own inimitable manner, of one type of club which was unique to the Metropolis for some years, but which was copied by other cities. This was the "dining club," a kind which has all but passed, although its principles have been revived in the various organizations which meet at noon or night to eat and talk and plan. For that matter, the dining club is but the survival of the ancient tavern days, when men gathered around the rough table of the "Inn," ate and drank their fill, and discussed political and business conditions, plotted revolution, or just talked. Bacon's picture of that with which he was well acquainted, is, in his own words:

> One club feature of the 'sixties peculiar to Boston, which developed largely in the 'seventies and 'eighties, then in the 'nineties began slowly to fade out, was the dining club, political, literary, otherwise professional, and business. These clubs generally met at the hotels, at Parker's, or Young's, or the Revere, during the active seasons, some of them weekly on Saturdays, invariably so the political clubs, others monthly on Saturday evenings. The proceedings of the political clubs, their table-talk and speeches, were among the chief Saturday news 'features' of the newspaper reporters and correspondents. Political questions, party measures, and public men were discussed, and sometimes efforts were made to shape the course of political action, or to lead public opinion. But they were not largely influential; most of them were partisan organizations, and the speech was more that of the ardent 'spell-binder' than the astute politician or political leader. Still the political leader cultivated the festive institution, and occasionally the dining club was made the vehicle for bringing to the public test some new issue or new measure or new man for the governorship or even the Presidency.
>
> Most engaging of these political dining clubs, and indeed father of them all, was the Bird Club, so named for Francis W. Bird, paper manufacturer of Walpole, one of the earliest of genuine Independents in politics, and in his long day, one of the most prominent politicians of the State; a near adviser of Governor Andrew throughout the Civil War period; an early and persistent Free Soiler; influential in the Republican party councils during the earlier years of its history, in 1872 opposing Grant's second election to the Presidency, then in fellowship with the Democratic party, which he joined

with the Greeley campaign; in his latter years the 'Sage of Walpole,' powerful in political affairs because of the faith in his honesty, sagacity, and patriotism. . . . The first Bird Club evolved from Saturday dinners in Young's 'Coffee House,' in the early 'fifties, of a group of Free Soilers, at Mr. Bird's invitation. Later the company enlarged, and the organization came to be called 'Bird's Saturday Dinner Party.' From Young's it removed to a room in the Free Soil headquarters over 'Hanson's grocery store,' then at the upper corner of School and Province streets. The dinners were sent in by a caterer at a cost of fifty cents a plate. Whist and cigars followed the dinner. In 1857, Knownothingism interrupted the harmony of the organization, and at length Mr. Bird, Henry L. Pierce, and others withdrew and formed a new Bird Club. This second Bird Club met at Parker's till 1860, then returned to Young's. In May, 1859, John Brown dined with the club, brought in by George L. Stearns. It is related that early in the Civil War, Mr. Bird was accustomed to offer at the dinner the toast, 'Success to the First Slave Insurrection,' to which Governor Andrew would add the amendment, 'Without the Shedding of Blood.' In 1868 Elizabeth Cady Stanton dined with the club, the only women ever to be its guest. From this second organization Mr. Bird and his Independent friends withdrew in 1872, when they were opposing Grant, and a third Bird Club was formed. The remaining, stalwart Republicans, members of the old organization, reorganized the following year as the Massachusetts Club, 'for good fellowship only.' From the remnant of the original 'Bird's Saturday Dinner Party,' when Bird and his associates withdrew in 1857, the Banks Club was formed, named for Nathaniel P. Banks, and composed of his political supporters and ardent friends. Banks was made the first president, and held that position continuously until 1880. Then he withdrew, though retaining his membership, and at his earnest request the name was changed. It then became the Boston Club. Between the 'sixties and 'eighties, county clubs, all Republican, were added to the number of dining clubs—as the Middlesex, the Essex, the Norfolk. These generally dined at Young's. In 1882 the Massachusetts Reform Club, an outgrowth of a spirited civil service campaign of that year, was organized, to dine quarterly at Parker's. Subsequently it took on tariff reform, and became an anti-protective organization. Of these political dining clubs, there yet linger the Massachusetts and the Middlesex, meeting at irregular intervals, and the Massachusetts Reform.

Of the professional dining clubs of the 'sixties, the literary Saturday Club was unique. Only in Boston in that day could be assembled the rare material, poets, essayists, scholars, wits, of which it was composed. At the monthly dinners during the autumn and winter seasons, there appeared pretty regularly Emerson, Lowell, Longfellow, Holmes, Whipple, Charles Eliot Norton, Benjamin Peirce, Agassiz, and other lights of Harvard; Hawthorne in his last years (he died in 1864). In the next decade Howells, Aldrich, Parkman, and others who had attained the intellectual heights, were admitted to the charmed circle. . . . If I recollect correctly, Matthew Arnold was the club's guest during his visit to Boston and Cambridge. The deaths of Emerson, Longfellow, Peirce, and one or two others, in the early 'eighties, somewhat dimmed the club's intellectual brilliancy; but not for long, with Holmes and Lowell and the younger members remaining. In the 'nineties Lowell and Parkman, and lastly Holmes, died (Lowell in 1891, Parkman, 1893, Holmes, 1894), and the club's career soon after closed.

Musical Societies—The "dining clubs," however influential they may have been in the inception of club life in Boston, were preceded, in point of time, by the musical organizations which were social in character. The Handel and Haydn Society is not only the oldest in Boston, but is

with the exception of the Stoughton Musical Society formed in 1786, the oldest in the United States. The Handel and Haydn was established, March 30, 1815, for the purpose of "cultivating and improving a correct taste in the performance of sacred music." Many of the original members came from the famous Park Street Church choir. On Christmas eve of 1815, the society gave its first oratorio in King's Chapel, one of the few churches having an organ. It is an odd incident, that of the chorus of 100, there were only ten female singers. An account of this society can be found in Chapter XVI, and need not be repeated. One can imagine far easier than to attempt to sum up, the important service this body had given to the music of the Metropolis in the one hundred and eleven years of its useful existence. It is still very much alive with headquarters in Huntington Hall.

Two others of the early musico-social clubs have come down to the present day, the Apollo Club and the Cecelia Society. The Apollo Club was organized in 1871 and incorporated two years later. It was a musical organization composed of male voices, and was one of the greatest forces in the popularization of secular music, and of male choral work. The club has varied in its active membership from fifty to a hundred; the associate membership was early set at five hundred. The Cecelia Club dates from 1874, and was formed within the Harvard Musical Association, (still existent), and was for mixed voices. It established itself on an independent basis in 1876, and has the usual active and supporting associate membership.

Art Organizations—The cultivation of the fine arts in Boston has been extensive; the city is an art center second only to New York. The first attempt to establish an art gallery dates back but little more than a century—the Boston Athenaeum, 1826. In 1850 the first free school of drawing was opened in the Lowell Institute, and maintained for twenty-eight years. Artists seemingly are gregarious beyond other professions, and they got together in organizations of a sort before the Revolution. Clubs and societies have been numerous throughout all of the city's history; many were more social than artistic it would seem. The oldest and the strongest of the present day societies is the Boston Art Club, founded by twenty persons in 1854, but which steadily increased numerically until its membership limit of 800 was reached. The minority of its members are professional artists, so that the club must be rated as a social art club rather than a professional organization. The society met mainly in the studios and homes of its members until 1870, when a house was rented at No. 64 Boylston Street. In 1881, the clubhouse, now occupied on the corner of Newbury and Dartmouth streets, was built at a cost of $80,000. It is still one of the notable buildings

of the Back Bay district. The club was reorganized at the time of its taking over of its new house. The objects of the club as stated in its constitution, are: "to advance the knowledge and love of art through the exhibition of its works of art, the acquisition of books and papers for the purpose of forming an art gallery, and to promote social intercourse among its members."

Sports Clubs—Boston has ever been a sports loving city, even its Puritan founders encouraging competition in feats of strength and industry. Horse racing was introduced in the days of the Provincial governors, and the ordinary English sports secured a footing long before we had cast off the control of the mother country. All this was incidental and unorganized during the first two centuries. It is sometimes forgotten that the first professional baseball club dates only from 1869—the famous Red Stocking nine of Cincinnati. The Boston ball club was formed in 1871, which took over the Red Stockings, and laid the foundations for the pioneer professional league of 1876. Cricket was still the great game, and the Longwood Club so well known in tennis circles, was originally formed to encourage the playing of the English game. The Country Club, organized in 1882, was and is, a favorite social organization founded to create a pleasant rendezvous for its members in charming Brookline. The horse, and a track on which it might race, whether in winter or summer, was the chief sport interest of the original members. But besides endeavoring to promote a healthy interest in the horse, all other forms of play were encouraged; golf being one of the latest to receive attention. The last has become first, as it often does, and golf is the game usually thought of when a country club is mentioned. The city has many golf clubs, although there are but few having courses, and these must grow fewer, within the limits of the city.

Yacht and Boat Clubs—Water sports have very naturally played important rôles in the development of the play spirit of the Metroplis. The bay offered a splendid area for yachts, and the rivers were attractive to the lover of the small boat and canoe. The Union Boat Club, a rowing association, was organized May 26, 1851, and is the oldest, with one exception, of such clubs, and still maintains its clubhouse at the foot of Chestnut Street. The original house was built in 1870, and commands one of the most complete views of the Charles. There are several boat clubs along the Charles, as well as on the various protected waters surrounding Boston, for the interest in rowing has never been displaced in the hearts of many. Allusion has been made to the Boston Yacht Club as one of the only three clubs owning homes in 1868. The club is located in South Boston, on Dorchester Bay, one of the finest of the sev-

eral bodies of water suitable for sailing. The club dates from 1866, was incorporated in 1868, and erected its handsome house that same year. The South Boston Yacht Club was organized in 1868, and built in 1886; the Dorchester Yacht Club, was founded in 1870 and incorporated in 1882. Nearly all the districts of Boston which border the bay have clubs, and there are many on nearby waters which are made up of Bostonians. The motor boat has come into popularity, and forms the principal craft of club members; but the sailing craft still holds the affections of many and the yacht club races of the Hub make up one of the most attractive spectacles of the summer season.

There are many specialty clubs, formed for the promotion of some particular sport, or to encourage the getting together of certain classes who have a common interest. If one were to single out the welfare activities of Boston, one would find there were more than two hundred and fifty social agencies devoting their attention to social work. Forty-five carry the private burden of child care; there are thirty neighborhood organizations; there are twenty-six incorporated bodies whose purpose is to give service to the needy; and there are more than one hundred in the unclassified list. Probably there are as many professional and business organizations, some of which rank among the largest and most important societies of the city. Boston is much given to organization, and its citizens do not try to go alone any longer when there is something worth while to be accomplished.

Social Clubs—Of the social clubs, or those which may be considered as being chiefly concerned with amenities of life and the pleasures of good fellowship, there are about thirty which are outstanding. The Union Club, housed for years in the former residence of Abbott Lawrence on Park Street, was founded on April 9, 1863, as a political club in support of the National government. It soon abandoned the political feature, becoming a purely social club. Its membership has been remarkable for its inclusion of the leading members of the bar and other professions, and other citizens of distinction. The first president was Edward Everett, and among his successors were such representative Bostonians as, Charles G. Loring, Richard Henry Dana, Jr., Henry Lee, Lemuel Shaw, William G. Russell, and the present incumbent, Frederick P. Cabot. On the occasion of the inauguration of the clubhouse in 1863, Mr. Everett in his address gave the following description of its location which is worth repeating for many reasons: "It is in a neighborhood as desirable as any in town, and its surroundings are of congenial respectability. Its proximity to the noble Common is a feature of extreme beauty; the views from every story of the house are cheerful and attractive; those from the upper windows and the observatory on the

roof are of unsurpassed loveliness. As I contemplated them the other day, gazing under the dreamy light of an Indian summer, on the waters in the center of the Common, sparkling through the tinted maples and elms; the line of the surrounding hills, Brighton, Brookline, Roxbury, Dorchester; the islands that gem the harbor; the city stretched like a panorama around and beneath—I thought my eye had never rested on a more delightful prospect."

A situation overlooking the Common was the great desideratum of the clubs of the city. The Somerset, one of the most fashionable as well as among the oldest, derived its name from the street on which it was located for some years prior to 1872. As indicated, it was the outgrowth of the Tremont Club, which was itself an offshoot of the ancient Temple. As to the Tremont Club, its house was on that street, and when this organization was dissolved in 1852, the present club was formed, and occupied a mansion on the corner of Beacon and Somerset streets. In 1872, it came into the possession of the home of David Sears, a descendant of whom, Herbert Sears, is now president. The site and the clubhouse are both interesting, for it stands on the ground on which was located the home of Copley the artist, and the Sears mansion was one of the finest of its day. The marble panels on the front were carved by Solomon Willard, who designed the Bunker Hill Monument, and other well known structures. The striking exterior of the clubhouse is well worth a visit, even by those who have not had the entrée to its exclusive hospitality!

St. Botolph, with its large membership among the professional men of the city, has a literary and artistic flavor about it which gives it a distinction all its own. It was organized in 1880, and was established in the home of a famous Bostonian of affairs, Henry P. Kidder, banker and financier. The purpose of its projectors was to form a club after the pattern of the Century of New York City. Francis Parkman, the historian, held the presidency from its founding until his resignation in 1885, when General Francis A. Walker was elected. Odin Roberts is the present (1927) successor to the chair held by so many whose names are closely associated with the best of the city. In 1882, the club was presented by the Reverend George E. Ellis, a member, with a silver-gilt loving cup, formerly belonging to the corporation of Boston, Lincolnshire, England, which is now one of its prized possessions.

There were a great many social organizations formed between 1881 and 1892. The Boston Art, to which reference has been made, dates from 1881. The Algonquin, Tavern and Puritan were all formed in 1886. The Algonquin was really organized late in 1885, but was not incorporated nor did it have the use of its palatial clubhouse on Commonwealth Avenue, until the next year. General A. P. Martin, a former mayor of

Boston, was the first president. The Tavern was formed as one of the dining clubs of which Bacon writes so interestingly. It filled a place, soon to be left vacant by others of like character, where the literati and the professional men could meet, and extend hospitality to the author, artists, or other notables who might visit the Hub. William D. Howells was for many years the president, and many famous actors, musicians, and other distinguished guests have been entertained. The Puritan was a sort of a junior Somerset or Union, to provide suitable accommodations for the younger social set.

In 1888 the Boston Athletic Association was established, one of the largest of its class, with a magnificent clubhouse on Exeter and Blagden streets. In 1892, the University Club was formed and took up quarters in the Back Bay, in the one time residence of General Whittier and Henry L. Higginson. Beginning with 1900 there were numerous social organizations started, the Twentieth Century takings its name from this period, with a house on Beacon Hill. The Boston City Club was another of the organizations starting with the new century, and like many of those which have been founded within the last twenty-five years, was a society with a purpose including more than social enjoyment. The Twentieth Century Club desired to foster civic and social reform in the city, and encouraged the discussion and action of any measure tending towards the improvement of their loved Boston. The City Club explains why it was established on a bronze table inserted in the cornerstone of the present home. "To bring together in friendly association as many men as we can, of as many creeds as we can, and thus create conditions of good fellowship and good citizenship for the service of the city, and also destroy the class, religious, and racial prejudices which exist when men don't know each other, and which are used by grafters and selfish men to further their schemes to the great harm of the city, State, and the Nation." A large program that, and expressed in straightforward English. In 1914, the second of its clubhouses was opened on the corner of Ashburton Place and Somerset Street, a wide-flung, eleven-story structure, the largest clubhouse in the city. It is said to have the largest dining clubhouse in the United States. The membership was brought to 4,000 when the new home was dedicated; it since has been doubled.

Women's Clubs—Women's clubs were relatively slow in developing, although one of the first to be founded in this country, the New England Women's Club, had the vitality to survive until the present, over a period of one less than sixty years, a thing that can be said of but very few of the many men's organizations of former years. It is really one of the famous institutions of Boston, rather than a mere social affair.

Perhaps the reason for its vitality lies in the fact, that it began, and continued, a social work which extended over so wide a field. It was founded at the house of Dr. Harriet K. Hunt, about 1868, and the present title adopted. Clubrooms were secured on Tremont Street to serve as the meeting and resting place for women interested in philanthropic and civic works. The rooms were soon outgrown, and until recent years, headquarters have been at 5 Park Street—they are now on Boylston Street. The activities of this first of woman's clubs have been too many for enumeration; not the least of these is that it showed that the feminine sex were as clubable as men, and by so doing paved the way for the establishment of the enormous number of women's organizations which are so interesting and valued a feature of the present century.

It was not until after 1900, that another women's social club was founded in Boston, and the first of several was the Mayflower, a purely social body, patterned after the men's model, and was as exclusive as its name might indicate. The "rich Chilton, of high degree," social arbiter in many of the society events of the Hub, occupies its Back Bay home on Commonwealth Avenue. Other organizations of this period are the Women's City Club, with its pleasant house on Beacon Hill; the College Club, on Commonwealth, a club consisting of graduates from women's colleges, and the Business Women's Club, opposite the State House.

Dating from 1910 and later are the Engineers' Club, on Commonwealth Avenue; the Tennis and Racquet, on Boylston Street; and "the newest note in modern club architecture," the House of the Harvard Club, on Commonwealth Avenue.

Aero Club of New England, 141 Milk, room 943; William Carroll Hill, secretary.

Algonquin Club, 217 Commonwealth Avenue; Jacob Frederick Brown, president; Washington B. Thomas, Frank C. Webster, Henry E. Russell, James G. White, Edgar R. Champlin, Francis W. Fabyan, vice-presidents; Henry L. Wilson, treasurer; E. Dwight Fullerton, secretary.

American Folk-Lore Society, Boston Branch, 45 Newbury; H. Addington Bruce, president; Samuel B. Dean, treasurer.

American Lawn Bowling Association, Franklin Field, Dorchester; Dr. W. H. Johnson, Buffalo, New York, president; Lawson Reid, secretary, 71 Simpson Avenue, Somerville.

Apollo Club of Boston, 3 Joy; Courtenay Guild, president; Edward W. Bancroft, vice-president; Horace J. Phipps, secretary; Frank F. Savage, treasurer; H. A. Dennison, librarian.

Appalachian Mountain Club, 5 Joy; Charles W. Blood, president; Dean Peabody, Jr., J. Ashton Allis, vice-presidents; William O. Witherell, treasurer; William B. Dickey, recording secretary; Frank H. Burt, corresponding secretary.

Army and Navy Club of Boston, Hotel Bellevue; Colonel Fred W. Stopford, U. S. A., president; Major-General Edward L. Logan, M. N. G., first vice-president; Captain

James P. Parker, M. N. G., second vice-president; Captain Horace B. Parker, M. N. G., treasurer; Lieutenant-Colonel Dana T. Gallup, M. N. G., secretary.

Artists League of Boston, Inc.; W. Thatcher Folsom, president; Ira Jalilian, treasurer; Daniel G. Fox, secretary, 80 Boylston, room 1107.

Beacon Society of Boston; Harold G. Donham, president; Charles H. Cross, treasurer; James T. Wetherald, secretary, 110 Newbury.

Bibliophile Society; Professor W. P. Trent, president; H. H. Harper, 80 Boylston, room 833, treasurer; J. A. Farrer, secretary.

Boston Architectural Club, 16 Somerset; H. R. Shepley, president; H. Daland Chandler, treasurer; Millard B. Gulick, secretary, 26 Pemberton Square; F. V. Little, executive secretary.

Boston Art Club, Newbury, corner Dartmouth; Gino L. Perera, president; J. S. Hathaway, treasurer; Arthur F. Clarke, secretary.

Boston City Club, 14 Somerset; Charles B. Breed, president; John B. Dore, secretary; Charles E. Hatfield, treasurer.

Boston Library Society, 114 Newbury, founded 1792; Allen Curtis, treasurer; William C. Endicott, secretary, 71 Ames Building; Miss Luella M. Eaton, librarian; 50,000 volumes.

Boston Numismatic Society; Malcolm Storer, president; Henry J. Perry, vice-president and curator; H. O. Comstock, treasurer; Shepard Pond, secretary, 258 Boylston.

Boston Philatelic Society, Inc., meetings 322 Tremont Building, first and third Tuesdays, excepting July and August; Charles K. B. Nevin, president; Frederick W. Stiles, secretary; Oscar Hill, international secretary, 60 State, room 521; Gideon G. Ryder, treasurer, P. O. Box 2179.

Boston Society of Architects; Hubert C. Ripley, president; Frank A. Bourne, treasurer; Gordon Allen, secretary, 18 Arlington.

Boston Square and Compass Club, 448 Beacon; William L. Terhune, president; Robert G. Wilson, Jr., first vice-president; Ezra J. Brownell, second vice-president; Irving C. Findlay, third vice-president; Alfred R. Shrigley, treasurer; Vernon L. Greene, clerk; Rev. George P. Bentley, chaplain.

Boston Yacht Club, 5 Rowes Wharf; J. R. Hodder, commodore; Walter Burgess, secretary-treasurer.

Bostonian Society, Old State House; Grenville H. Norcross, president; Courtenay Guild, vice-president; Charles F. Read, clerk and treasurer.

Business Women's Club, Bellevue Hotel, 21 Beacon, room 101; Miss Katherine W. Ross, president; Miss May M. McCarthy, recording secretary; Miss Ellen R. McCarthy, corresponding secretary; Mrs. Agnes C. Blake, treasurer.

Canadian Club of Boston, Hotel Bellevue, 21 Beacon; Ansley M. Johnson, president; Donald J. Ferguson, James H. Morson, and Daniel H. Rose, vice-presidents; John F. Masters, historian; J. Ernest Kerr, secretary; D. Currier Doleman, treasurer; J. Arnold Farrer, assistant secretary.

Cecelia Society, The; Archibald J. Jackson, president, 415 Boylston; Arthur A. Lincoln and Mrs. Wallace Wales, vice-presidents; J. Russell Abbott, treasurer; Edward M. Harris, secretary, 75 Tremont; William J. Riley, librarian; Malcolm Lang, conductor.

Clerical Club of Boston, meets second Monday of each month, October to June at 6 P. M.; Rev. Edward Tillotson, secretary and treasurer, 60 Monument Avenue, Swampscott.

College Club, 40 Commonwealth Avenue; Mrs. James K. Blake, president; Miss Margaret McGill, treasurer; Mrs. Frank E. Mansfield, corresponding secretary.

Colonial Club of Dorchester, Claybourne, corner Park, Dorchester; L. C. Gleason, president; Melvin W. Kenney, clerk; Frank Haley, treasurer.

Colonial Society of Massachusetts; Fred N. Robinson, Ph. D., president; William C. Endicott, treasurer, 71 Ames Building; Arthur S. Pier, recording secretary, 881 Commonwealth Avenue; Rev. Charles E. Park, corresponding secretary, 347 Marlborough.

Commercial Club; Lewis K. Morse, president; Charles Francis Adams, vice-president; Henry P. Kendall, treasurer; S. St. J. Morgan, secretary; Perry L. Burrill, assistant secretary, P. O. Box 1153.

Copley Society of Boston, Rogers Building, 491 Boylston; Holker Abbott, president; Wm. T. Aldrich and H. Winthrop Peirce, vice-presidents; Alfred L. Fish, treasurer; Frederick W. Coburn, secretary.

Daughters of Massachusetts; Mrs. Austin C. Wellington, president; Miss Jennie C. Moseley, recording secretary, 1197 Beacon, Brookline; Mrs. James C. Peabody, treasurer, 47 Allston.

Engineers Blue Room Club, 12 Berkeley, meets second Saturdays; Leslie B. Brown, president, Lynn; Blane Sweatt, vice-president, Everett; Thomas B. Constant, treasurer, East Boston; Thomas H. Veinote, secretary, Cambridge.

Engineers Club, 2 Commonwealth Avenue; Irving E. Moultrop, president; Charles L. Gagnebin and Arthur S. Knight, vice-presidents; Frederic H. Fay, treasurer; Frank M. Gunby, secretary.

Field and Forest Club, 585 Boylston; Rev. Charles W. Casson, president; Miss Theodate Burpee, secretary, 1318 Commonwealth Avenue, Allston; Mrs. Nessis F. Libbey, treasurer.

Fifty Club, The, 21 LaGrange; John J. Kennedy, president; William Denney, secretary; William Yates, treasurer.

Grand Army Club, 3 Boylston Place; George A. Hosley, commander; Charles O. Burbank, adjutant; Alvin R. Bailey, quartermaster, 60 Congress.

Guild of Boston Artists, 162 Newbury Street; Frank W. Benson, president; Leslie P. Thompson, treasurer; Mrs. Thomas S. Perry, secretary, 312 Marlborough.

Handel and Haydn Society, Huntington Hall, 491 Boylston; Courtenay Guild, president; George M. Brooks, treasurer, 79 Milk, room 401; John C. Brodhead, secretary, 38 Montclair Avenue, Roslindale; George E. Banks, librarian.

Harvard Club of Boston, 374 Commonwealth Avenue; Charles Francis Adams, president; Nathaniel F. Ayer, vice-president; Edward Wigglesworth, treasurer; Thorvald S. Ross, secretary.

Junior League of Boston, Inc., The, 37 Commonwealth Avenue; Sarah Winslow, president; Frances Howell, vice-president; Miss Lydia Bullard, secretary; Elinor K. Sutton, treasurer.

Ladies' Catholic Club Association, 18 East Brookline; Mrs. James S. Fox, president; Mary Crosby, vice-president; Mrs. Daniel J. Holland; Gertrude F. Sullivan, financial secretary; Rev. George P. O'Connor, treasurer, 18 East Brookline.

Lincoln Club of Boston, Inc., The (Republican), 6 Beacon, room 1009; Hon. Grafton D. Cushing, president; Walter R. Meins, secretary.

Massachusetts Golf Association, 199 Washington, room 608; Raynor M. Gardiner, president; S. Harold Greene and Francis D. Ouimet, vice-presidents; W. F. Garcelon, secretary; Joshua Crane, treasurer.

Massachusetts State Federation of Women's Clubs, 687 Boylston, room 312; Mrs. Arthur Devens Potter, president; Mrs. Ernest R. Brackett, clerk; Mrs. Clinton A. Ferguson, 7 Beach, Marblehead, corresponding secretary; Mrs. Frederick S. Davis, treasurer, 146 Massachusetts Avenue.

Middlesex Club (Republican), 40 Court, room 204; Charles S. Proctor, president; Charles H. Ramsay, treasurer; Walter R. Meins, secretary.

New England Women's Club, Chauncey Hall Building, 585 Boylston; Mrs. Frank T. Wren, president; Mrs. Henry Lynch, recording secretary, 41 Mason Terrace, Brookline; Miss Lillian G. Horne, corresponding secretary, 19 Hancock, Winchester.

New England Women's Medical Society; Alice H. Bigelow, M. D., president; Letitia D. Adams, M. D., vice-president; Ilia Galleani, M. D., treasurer; Anna Q. Churchill, secretary, 32 Percival, Dorchester.

Old School Boys of Boston; Clarence H. Carter, president, 44 Bromfield, room 803; Edwin J. Lewis, Jr., vice-president; T. Julien Silsby, secretary and treasurer, Old State House; Roswell D. Cushing, historian.

Republican Club of Massachusetts, 294 Washington, room 343; Eben S. Draper, president, Hopedale; Slater Washburn, secretary, Worcester; Henry Parkman, Jr., treasurer, 60 State; J. Ernest Kerr, executive secretary; Charles M. Davenport, chairman executive committee.

Roosevelt Club, 6 Beacon, room 308; Harcourt Amory, Jr., president; Augustus P. Loring, Jr., treasurer; Lawrence J. Watson, secretary.

St. Botolph Club, 4 Newbury; Odin Roberts, president; Charles M. Loefler and Charles M. Davenport, vice-presidents; Hazen Clement, treasurer; Charles N. Cogswell, secretary.

Society of Arts and Crafts, 9 Park; William T. Aldrich, president; Henry Percy Macomber, treasurer and secretary.

Somerset Club, 42 Beacon; Herbert Sears, president; John A. Blanchard, treasurer; John B. Chapin, secretary.

Tavern Club, 4 Boylston Place; Bliss Perry, president; Philip Hale and Dr. Edward Reynolds, vice-presidents; Henry G. Vaughn, treasurer, 53 State, room 1020; Dr. Walter C. Bailey, secretary.

Tennis and Racquet Club, 939 Boylston, Philip S. Sears, president; Thomas K. Cummins, treasurer; George D. Wells, secretary.

Twentieth Century Club, 2 Joy; James Monroe, president; William F. Burdett, treasurer; Harold P. Whitney, secretary.

Union Club, 8 Park; Frederick P. Cabot, president; Henry Wheeler and Allston Burr, vice-presidents; Pliny Jewell, treasurer; Frank W. Grinnell, secretary.

University Club, Trinity Place, corner Stuart Street; Joseph W. Powell, president; James Jackson, treasurer; Frederick J. Dunn, secretary; Frank H. Chase, librarian.

Women's City Club, 40 Beacon; Mrs. William Z. Ripley, president; Miss Sybil H. Holmes, treasurer; Mrs. Frederick S. Fogg, secretary.

Women's Municipal League of Boston, 25 Huntington Avenue, room 228; Mrs. Robert Treat Paine, 2d, president; Mrs. Henry D. Tudor, treasurer; Miss Catherine E. Russell, organizing secretary; Mrs. David J. Evand, general secretary; Miss Doris Cummings, assistant secretary and treasurer.

YD Club of Boston, Inc., 200 Huntington; Carroll J. Swan, president; Major-General Clarence B. Edwards, honorary president; Ralph M. Eastman, treasurer; William Snyder, secretary.

CHAPTER XIX.

TRANSPORTATION AND SHIPPING.

Transportation has been one of the most vital factors in the making of Boston and one of its greatest problems. Before ever the pioneers could even reach Massachusetts, there were difficulties in getting staunch ships for the journey, and long and careful preparations to be made before it was safe to set out upon the perilous sea. When all was made ready, it was long weeks, even months, before the voyagers could hope to make land. Arriving in this new far country, plans had to be made to keep in touch with the old, since it would be some years before the colony could produce for itself the bare necessities of life, and nearly two centuries passed before it became independent of Europe. There was the problem of keeping in repair the long bridge across the Atlantic. It was the foresight of John Winthrop in sending back the "Lion" for food immediately after the settlement of Boston which saved the town from abandonment, for had not this little vessel arrived when it did, six months later, with supplies, it is likely that those who survived the first winter would never have had the courage to face another. Charlestown records show that "the people were necessitated to live on clams muscles, and ground nuts and acorn." The Governor himself "had the last batch of bread in the oven" and was seen giving "the last handful of meal in the barrel unto a poor man distressed by the wolf at his door." It took six months for the "Lion" to make the round trip, and the occasion of its return, February 22, 1631, was celebrated as the first Thanksgiving Day in Massachusetts. Not only this but the next Thanksgivings were regularly appointed days of gratitude for the benefits derived from a successful, although slow, transportation system.

Transportation Problems—When Winthrop and his followers chose for the site of the principal settlement of the colony a peninsula that was practically an island, they sought safety for themselves, but in so doing provided transportation and traffic problems which never yet have been solved. Millions have been spent in the straightening and widening of the crooked narrow streets of Boston. The Metropolis is the port nearest to Europe, but its topographical and geographical situation has always delayed the development of direct and well connected railroad lines. While capital hesitated to create the land transportation needed to sustain ocean shipping, some other city with fewer difficulties of location, took the lead. Boston developed an ocean traffic very early, and became the most important town in America because of it. The first

railway system in our country was put into use near Boston, but the first steam railroads were built elsewhere. Even when these roads were constructed about the city they extended but a few miles into the back lands, and it was long years before the Metropolis was connected with the near West. Hence we have the picture of the pioneers in shipping and railroads fighting for their places in the sun against rivals strongly entrenched because their natural situation was less isolated and they had managed to get off to a fine start, often financed by Bostonians.

The Choice by Winthrop of an Isolated Peninsula—The isolation of the peninsula first known as Shawmut was just the feature that appealed to the Puritans. They chose the spot not merely to have good drinking water, but that they might be safe. The few adventurers and fishermen who had preceded them on the New England coast, had mistreated the Indians and suffered because of it. The tales of their adventures, grossly exaggerated no doubt in the telling, had made out the Indian to be a treacherous, gigantic beast, something to strike terror in the hearts of the Puritan seekers of peace with religion. It was but little known that before Winthrop had sailed from England, the Indians of Massachusetts had all but been wiped out by a plague. And the pioneers were slow to learn that the remnant of the aborigines were nothing to fear, and probably never had been. Then there were all sorts of stories about wild animals and the like ready to pounce down upon the unwary or, at the very least, destroy the cattle, so that safety first was always in the background of the minds of the pioneers.

The great desideratum in a townsite, then, was safety from the Indians and wild animals, and a harbor where ships could enter easily and ride at anchor with safety. The Shawmut peninsula fitted these requirements perfectly. There were no visions of a large city troubling the Puritans, nor did they try to peer beyond the day when they must wait four to six months for a vessel to make a round trip from the port. They were thinking of themselves, and not of a time when Boston would be the center of a spider-web of railroads, when room must be found on the knob of land for hundreds of thousands, when myriads of automobiles would scurry over hundreds of acres which were then under the waters of the Bay, when a Lindbergh should fly past Boston and reach Old England in a day. Our forefathers were seeking safety and a port when they founded Boston—and they got it. That they bequeathed a whole series of problems to future generations is quite another story.

Solving the First Transportation Problems—The Puritan founders of Boston soon discovered that they had transportation troubles on their hands. As a young Englishman who came to the settlement in 1630 remarked, "It being a Necke and bare of wood, they were not troubled

with three great annoyances of Woolves, Rattlesnakes and Musketoes, but their greatest wants be Wood and Medow ground which were never in that place; being constrayned to fetch their building timber and firewood from the Ilands in Boates, and their Hay in Loyters." Wrote Winthrop, in a letter to his son in 1637, "We in Boston were almost ready to brake up for want of wood." There was plenty of this material in the neighborhood of the "Necke" but the means of getting it over to the near-island had to be provided and landing places made for the Boates and "Loyters." Probably what was "Town Cove" was the seat of the first huts because it was the chief landing place of the settlement. The need of boats to bring lumber and provisions to Boston, and the desire to keep in touch with the other settlements around the Bay led to the establishment of the ship-building industry. The later need of vessels to carry the productions of the colony, of which the chief were fish and furs, brought about a rapid expansion of this industry until it was second only to the fisheries. The Puritans, like their New England descendants, had the happy faculty of not only solving their own problems but of turning the solutions into sources of wealth.

When it came to the building of houses on the peninsula, as has been indicated, the structures were placed close to the best boat landing on the easterly side. Blackstone, with no worry bothering him as to how he was to land wood and supplies, had chosen the western slope of Beacon Hill for his cabin. The newcomers built homes at various places on the peninsula, since there had to be room for gardens and pastures for the community which was essentially agricultural. The tendency was, however, to cluster together along the water-front, a group of cabins here and another there, gradually spreading from "Town Cove north and south." The hills were left for some years before being used for building sites; early views of the town for half a century show the houses crowded along the shore, while Beacon Hill rose bare and blank to form a background. Beacon Hill was used for the purpose which gave it a name; Copp's Hill had a windmill placed upon it; Fort Hill, long since dumped into the very coves which harbored the craft of the Puritans, was utilized to protect the colony from the sea enemies. Paths and eventually, roads had to be established to get to these places; to Fort Hill to construct and maintain its military works; to Copp's so that the grist might be ground; to Beacon that a watch might be kept and the wood of the beacon replenished. Meanwhile the cows wandered everywhere, making their paths hither and yon: Probably the bull which Blackstone rode had already made many a track that was used by both man and beast by the later settlers. A church was built, and the way to it had to be kept open by its congregation. And one must not forget the springs

to which the women came to draw water and gossip. The only semblance of a lengthy, reasonably straight road was the trail which led out and across the neck which joined the peninsula to the mainland.

Boston's Narrow Streets—These paths, made without plan, are the basis of the streets of Boston, and the source of its traffic problems. Our forefathers built close to the crooked paths; present convenience was the directing force. Boston's narrow twisting streets, her crooked and often blind alleys, have resounded to the traffic of nearly three centuries. Only in the last quarter century have they been substantially changed. Year by year, structures with priceless associations are destroyed by the hand of progress; streets endeared by their very narrow crookedness are made wide and straight for a generation in a hurry. Before we arrogate all wisdom and foresight to the city planners and street commissions of today, let us take note of an act passed by the overseers of 1635, which ordered, "That from this day there shall noe house at all be built in this towne neere unto any of the streets and laynes therein but with the advise and consent of the overseers of the towne's occasions for the avoyding of disorderly building to the inconvenience of streets and laynes, and for the more comely and Commodius ordering of them, upon the forfeyture for every house built Contrarie to this order, of such sume as the overseers shall see fitting."

The history of transportation in Boston for two-thirds of its existence is a story of shipping rather than of railroads, of travel on the seas rather than on the land. Only by dint of careful preparation were Winthrop and his followers able to reach the new country, and for years the problem was to find ways and means of keeping in contact with the mother country by means of vessels; ships to bring other folk and articles that were needed on this side of the ocean, and ships to convey such things as were produced in the new colony which could be sent back to pay for what had been sent. For that matter, it was the natural fitness of Boston Harbor to handle shipping that gave it the advantage over other places that not only led to its rapid growth, but gave it the supremacy among the towns of the New World, a supremacy it held for more than half of its history. It was, from the first and has always been, the entrepôt of New England. For the decade from 1630 to 1640, when the Puritan migration was at its height, there was a continual influx of migrants, cattle and supplies, and the majority of these entered by way of Boston. Winthrop wrote of 1638, "there came over this summer, twenty ships and at least three thousand persons," a very large traffic for one town in a colony whose total inhabitants only numbered under fifteen thousand. It is estimated that during the decade mentioned (1630-1640) there arrived in the colony—three-quarters of the arrivals being at Boston—298 ships with 21,200 passengers, besides a vast quantity of cattle and supplies.

The First Boston Built Ship—The problem then, in the beginning, was how Boston could keep ahead in the matter of shipping, how it could provide and maintain a pathway across the sea so that men and commerce might come and go. To assure unbroken connections with the old country, one of the requisites was vessels built and owned by the Colony. Perhaps the fact that the Puritans were not the best of farmers, or perhaps it might be more just to say, lacked a sufficient familiarity with soil conditions and products in the somewhat rugged country in which they had pitched their homes, stimulated ship building. Whatever the reason, Governor Winthrop built a sea-going vessel, the "Blessing of the Bay," and launched it, by a happy coincidence of dates, on a fourth of July, 1631. The craft, a bark of perhaps 60 tons, was used in the coastwise and West India trade. Coddington, Pynchon, Endicott and Sir Richard Saltonstall all became shipbuilders and traders. The first Boston ship was the "Trial," of about 200 tons, built in 1642 for Boston merchants. The Rev. Mr. Cotton delivered a sermon before her maiden trip, and she sailed proudly out of the harbor, the year of her launching, to Fayal. The next year the "Trial" went to Balboa, Spain, with fish, thence to Malaga, and then back to Boston, arriving March 23, 1644, "which was of great advantage to the country and gave encouragement to trade," according to Winthrop. This trip of the "Trial" may fairly be credited with starting Boston off on her career in foreign trade, and Boston, be it known, was the "birthplace of America's foreign trade."

Early Exports—The exports carried by the "Trial" indicate the importance fisheries had, and were to have, in the development of New England. Aside from furs and wood products, New England had little to export for many years. As the land became relatively well settled, the fur bearing animals retreated, and their pelts became fewer. Of timber, there was plenty. Lumber, masts and spars, naval stores and potash (made by the burning of trees cut down in clearing the land for agriculture) were in great demand abroad. Masts and spars were particularly sought, and agents of the Crown scoured the forests for the finest trees, which they marked with the "broad arrow," indicating they were the property of the government and therefore to be left untouched by the private individual. These tall straight trees supplied one of the picturesque exports of the time, but in amount did not bulk large in the exports carried on the high seas. Fish were the principal marketable products. In 1641, it is reported that 300,000 dried fish were shipped abroad. The Bay fisheries became the main enterprise of the colonists and others, first exploited by men of Dorchester in 1631. Captain John Smith had said that the fisheries of the region promised better than the "best mine the King of Spain hath." So well was this mine worked that during the

Colonial and Provincial period, fish was one of the two most staple commodities, and the fisheries were the most carefully protected and vigorously worked resources of New England. The British State Papers, 1664, to quote a foreign authority, made the statement "that Boston, with 14,300 souls (probably Massachusetts was meant) had a great trade with Barbadoes in fish and other provisions; three hundred vessels traded to the West Indies, Virginia, Madeira, etc., and 1,300 boats fished in the waters about Cape Sable, and there was a great mackerel fishery in Cape Cod Bay."

The "Sacred Cod"—Garner Poole, writing in the Boston Year Book of 1924, gave this quotable summary of the importance of fisheries in the history of Boston: "Poised high aloft in the hall of the Massachusetts House of Representatives there has hung through immemorial years an ancient codfish quaintly wrought in wood but lifelike in appearance. The use of the codfish as a symbol of progress and the preëminence of Massachusetts is closely allied with the greatness of the State, and with its history, as it tells the story of the privations of the Pilgrims and Puritans whom many times it relieved in want and famine; and of commerce that was the source of our original wealth. The development and importance of the fisheries and the exchange of its products for molasses, spices, coffee, etc., resulted in the rapid growth of our merchant ships that reached their supremacy in the days of our clipper ships, a trade that made the Port of Boston famous, and to which can be traced the foundation of the wealth of many of our prominent families. While the commerce out of this port has declined in tonnage, and Boston has lost her place and supremacy in shipping, it has constantly gained in importance as a fishing port until it is now the largest collective unit of the industry in this country, and in the world, second only to Grimsby, England. From the standpoint of tonnage, it is a factor in the port activity not generally appreciated. Last year about 3,000 fishing vessels entered and cleared this port, landing in excess of 125,000,000 pounds of fish."

The early development of fisheries centered about Gloucester and Cape Cod, and was confined almost entirely to salt fish. The beginning of the fresh fish business in Boston goes back to only a century ago when a few boats operated off Nahant and sold their catch in Charlestown. This was a retail business, and shortly after Boston provided for this line of activity by opening twenty stalls in the Quincy market for the sale of fresh fish. Of the interesting history of the salt fish trade abroad, its changing fortunes, as war, or more particularly English laws, hampered or aided the industry, how the headquarters became re-located, robbing Boston of its supremacy as a salt fish center, is too long to be recounted here. Boston is still the largest fishing center in the United

States. According to the last census, Massachusetts ranked first among the States as to the capital invested in fishing, the value of fishing vessels, and the value of fish products. As a fresh fish market, Boston still holds it place at the head, if oysters are not included.

As a fresh fish port, Boston did not come to her own until well in the present century, despite the fact that the beginnings were made in 1826. At first, Long Wharf was the wholesale point. As the business grew in size it was moved to the Commercial Wharf where it stayed for nearly a half century. In 1884 larger quarters were taken on T Wharf. The need for increased facilities, both of reception and sanitary care, became pressing about 1909, and with the support of Governor Draper, and the assistance of the Chamber of Commerce, the Boston Fish Pier at South Boston was built in 1914. The fresh fish industry now centers on the new pier, the most modern and largest single fish plant in the world. The pier is one hundred and twenty feet long, three hundred feet in width, and in addition to the Administration Building and wholesale stores, has ample facilities for housing the various industries incident to the business, including a cold storage plant which operates the largest of the world's fish departments. "At present, Boston, compared to New England, distributes about one-third of the total catch, or 150,000,000 to 175,000,000 pounds annually. New England produces annually abount one-half billion pounds of fresh fish, which returns to the fishermen about $20,000,000. Over 30,000 persons and 1,000 vessels are directly engaged in the industry here, the total capital invested being about $40,000,000."

Early Shipyards and Shipping—The fisheries of Boston play but a small part in the transportation systems of Boston, however, and the paragraphs given to the industry have little bearing on the subject except as they illustrate and explain the start of the shipping interests which were dominant in the first two centuries. Aside from the production of dried fish, the building of vessels to carry this fish to other lands constituted the main industries of the new colony. Shipyards sprang up in all parts of Massachusetts Bay, the shores of the Boston peninsula becoming one of the favored localities. The "Trial" was succeeded by many craft. So adept did the Yankees become in the construction of vessels, and so large were the supplies of materials entering into the making of a ship, that England began to fear, and attempted to restrain the ship-building industry, although this restraint was applied mainly by restricting the number of nations to which the colonists were allowed to export, and by limiting what colonial vessels might carry of articles not produced in the mother country. Much of the friction that led up to the Revolution grew out of these restrictive measures. How important ship-building became

may be judged from the statement made in a petition of Boston citizens, 1746, which speaks of it as "the ancient and almost only manufacture the town of Boston ever had." An oak vessel could be built for $24.00 a ton, while on the continent, a ship of similar construction and material cost from $50.00 to $60.00 a ton. "It is estimated that at the outbreak of the American Revolution, more than one-third of the British tonnage then afloat had been built in American ports, a very large proportion of it in New England."

The Revolution gave the first of several great setbacks to ship-building. The vast fleet of English war vessels blockaded American ports. They all but controlled the high seas, but that very control, or attempt to so do, led to the beginnings of Boston's trading with China and the East which later grew to large proportions and whose story contains most of the romance connected with the former shipping activities of the city. At the close of the war, Great Britain, clinging obstinately to her old commercial policy, refused to modify her Navigation act, or to permit reciprocity in trade between her ports and those of the United States. The necessary seeking for new markets scattered the shipping of America all over the seven seas, and strengthened both the ship-building industry and shipping. Larger vessels were built, and in the construction of these, Boston took the lead. In 1788, an order was received in Boston for the making of the largest ship ever, until then, built in America. This was the "Massachusetts" of eight hundred and twenty tons and laid down in Quincy. In 1789, it sailed for Batavia and Canton, in which latter port it was sold for $65,000.

Shipping in the Eighteenth Century—By the middle of the second century, after the settlement of Boston, the town was the center of pathways that led to the four quarters of the earth. The sea and the waterways leading into them were then the main highways, for railroads had still to be discovered, and there were few land roads of any length. Travel to and fro, even among the Colonies, was chiefly by water. Transportation was a thing of boats, the roads were the level-water areas, the motive power, the wind. Boston had direct connections with most of the countries along the Atlantic in early years. In 1785 direct trade began with the East Indies, China and the northwest coast. In 1789, Boston sent forty-four vessels to these sections of the globe. The opening of trade with China was effected by a Salem ship, the "Grand Turk," in 1758; this was by way of Mauritius. Massachusetts shared largely in the Russia trade as early as 1784. In 1803, of ninety American vessels arriving at St. Petersburg in the course of three months, fifty-four came from Massachusetts. The Russia trade was profitable as late as the Civil War. The China trade, as far as

Boston was concerned, was about ended by the middle of the last century. This probably was brought about by ill-advised legislation, in 1824, when a one per cent tax was laid on auction sales of merchandise. Cargoes were sold by this method. Although the handicap was removed in 1852, it was too late to be of benefit, for meanwhile the China trade had been diverted to New York. The East Indian trade reached its height about 1856-59. Of one hundred and twenty-two ships loaded for the United States at Calcutta in 1857, with cargoes valued at $2,000,000, three-quarters were destined for Boston. In 1857 nearly a hundred ships, carrying East Indian goods, arrived in the Port of Boston. As three quarters of the imports received from the East had to be re-shipped coastwise upon their arrival, Boston profited by this double freight. In 1805, Boston began the export of ice to Jamaica, a trade which gradually extended to Cuba, then to Rio Janeiro and even to Calcutta. This business held up rather well even as late as 1860.

Boston vessels performed many notable feats during the hey-day of the shipping supremacy of the town. It was Captain Gray, a Boston man in a Boston ship, the "Columbia", that was the first to circumnavigate the globe. And it was this same ship and master, who, in May, 1792, discovered a great river in Oregon, to which he gave the name of his beloved craft. The "Columbia" later went on to China by the Pacific route.

The most famous of American Naval frigates, the "Constitution", was built by Edmund Hart at his wharf in Boston. She was of 1,567 tons, and carried fifty-seven guns, and was launched October 21, 1797. The "Constitution's" sails were made in the Granary of Boston, the sail cloth having been woven in a factory at the corner of Tremont and Boylston streets. "Old Ironsides," once "a navy in herself," is now (1929) being refitted to be kept as a memorial of the olden days.

The Clipper Ship and the Iron Steamship—The War of 1812, with the years of embargo preceding it, reduced the port prosperity of Boston sadly, but brought a revival of privateering. Once the war was over, shipping came again to its own, but with a demand for swifter vessels to engage in trade. Then came the clipper ship, "cod-headed and mackerel-tailed", which made so many notable records in trans-ocean service. In 1821, one of these new style ships surprised the world by coming home from Calcutta in a little more than three months; she went out the next season in 89 days. The famous "Flying Cloud" had the reputation of being the fastest sailing vessel that ever put out from port under the American flag. She was built at the shipyards of Donald McKay at East Boston. In the course of two years, McKay built six clipper ships that were record-breakers. One of these the "James Blaine," in

1854, made the run from Liverpool to Melbourne, Australia, in sixty-three days, and the return trip in sixty-nine, a record never equalled by any other sailing vessel. East Boston was the birthplace of very many of the clipper ships of that day, the largest as well as one of the latest being another McKay ship, the "Great Republic," three hundred and twenty-five feet long and of 4,555 tons burden.

After 1856, ship-building began to wane as a Boston industry and never regained its former importance. Probably Boston Harbor never saw such lively days in its waters as it did during the clipper days, although there is now far more tonnage than ever moved into port at that time. There is still a great deal of coast-wise traffic going out of Boston by schooners and sailing vessels, but even this has been lessening for a number of years, and seems about to disappear. The cause of much of this change since the clipper days until now, was the invention of the metal steamship. From 1830 to 1840, continued experiments with steamships proved their feasibility. By 1840, iron vessels had been built that, not only in superior carrying power and durability, exceeded anything in wood, but proved fair to out-speed the clipper ship, and speed was a requisite of traffic then as it is now. England soon took and held the advantage in the construction of metal ships by reason of her well developed iron industry, and the reluctance of the ship-builders of America to change. As far as Boston was concerned, her interest had become commercial and centered in manufacturing rather than ship-building. Lowell had become a great textile city, and with the introduction of steam as a motive power in all manner of mills, the capital of New England, and particularly of the Metropolis, was being invested in manufacturing. About this same period saw the opening of the railroad (1835, financed largely by Boston merchants), so that transportation by sea was superseded by a vision of transportation by land which quite overlooked the making of ships and the control of ocean traffic. Boston became a financial center, the counting house for the increasing railroads and for factories. The advent of the Civil War gave the *coup-de-grace* to ship building as a Boston industry. There have been revivals in nearby localities; the period of the World War is an example, but Boston no longer depends on that which she builds to take what she makes and carry it to the far quarters of the earth.

Boston Situated to be the Second Greatest Port—In 1824, the first regular steamship line was established from Boston to other American ports. In 1840, the Cunard Line chose the city as the terminus of the first steamship line connecting the United States with Great Britain. Boston had the opportunity to keep its eminence as the second great port in America. But in its reaching out for other advantages, it lost its

place as a shipping center. By 1915 Boston ranked fourth in respect to tonnage entering, eighth in tonnage cleared, and sixth in total tonnage which amounted to only 4.41 per cent. of the tonnage of the United States. As regards the volume of its trans-Atlantic passenger business, Boston takes a higher place, but has even in this respect not held its own since the World War. Boston, more than any Atlantic Coast city of equal size, is naturally situated to become and remain the second greatest center of trans-Atlantic shipping. Since about 1910, her citizens have been awakening both to its loss of its inheritance backed by history, and the possibilities of its port. The World War, with its demands, taught it much. The efforts made in the last decade towards improvement have been many.

The Shipping Situation in 1925—Frank S. Davis, manager of the Maritime Association, gives the status of the shipping question in Boston for 1925 as follows:

No American seaport city has undergone a greater degree of transformation than Boston. The present harbor bears little resemblance to its original contour. Vast quarries of granite, hills of gravel and whole forests were used in changing the waterfront. Walls, piers and causeways were constructed, extensive flats redeemed, and the city's acreage greatly increased. Boston now covers an area of nearly forty-three square miles compared with 783 acres when the transformation of the city was begun. Great improvements to the harbor were undertaken in 1902 by the United States Government, and in 1912 a comprehensive program for the development of the harbor was started by the Commonwealth.

In its close proximity to the open sea and the intense industrial activity to be found in the immediate hinterland, Boston has advantages possessed by no other American seaport, not even excepting New York. Today with its modern equipment, piers, docks and warehouses, it ranks high among the world's ports. The ocean distance from Boston to European ports is nearly 200 nautical miles less than from New York. The distance from Boston to Buenos Aires is actually 103 nautical miles less and to Rio de Janeiro 39 nautical miles less than from Baltimore, notwithstanding Baltimore is the most southerly port in the North Atlantic range or group. The harbor has an area of more than 47 square miles and with its 141 miles of waterfront, is easily capable of accommodating from two to three times the port's present commerce. Some of the port's facilities are unexcelled in the world. The Army Base at South Boston, with more than a mile of berthing space, capable of accommodating ten ocean steamers at one time, is superior to any overseas terminal to be found along the entire Atlantic seaboard. The eight-story main storage warehouse at the Army Base is 1,638 feet long and 126 feet high. It has forty acres of floor space which, with the 900,000 square feet of space afforded by the other wharf building, give this great terminal a floor space equivalent to the entire South Boston waterfront area. At the present time, a very large part of this terminal has been released by the Army for commercial purposes and this policy will be continued until the entire terminal is available as a commercial port terminal.

The gigantic South Boston dry dock immediately adjoining a part of the Army Base terminal, is one of the largest in the world and, in fact, the only one in the western

hemisphere capable of docking the world's largest steamships such as the "Leviathan" and "Majestic." Both of these famous steamers have used the South Boston dry dock frequently when in need of reconditioning. Next to the dry dock is the world's most modern and extensive fish pier. This was constructed by the Commonwealth of Massachusetts at a cost of $3,500,000, and is used exclusively in the fish business. Forty vessels may be docked and over eighty unloaded at one time at this great pier. Due to improved transportation and the enterprise of those engaged in the fish business, fresh fish is made available at the principal cities throughout the middle west within a few hours after it is unloaded at the pier. Due to exhaustive surveys by the United States Government, coöperation of transportation companies and other factors, including the high cost of living, the food value of fresh fish is being more generally appreciated and the business is bound to expand as time goes on. The wisdom of the Commonwealth in providing this great up-to-date pier for the fish business exclusively has been proven time and again and will be more apparent in coming years. During the year 1924 more than 130,966,256 pounds of fish valued at $5,401,590 were handled over this pier.

Adjoining the fish pier is Commonwealth Pier No. 5, a modern structure with berthing space sufficient for five or more ocean steamers. It has a frontage of 400 feet on the main ship channel with two slips, each 1,200 feet long and a low water depth of 40 feet alongside the entire length. This pier was constructed by the Commonwealth of Massachusetts at a cost of $4,500,000, and was finished in 1913. The main two-story building is a steel and concrete structure, 1,167 feet long and 360 feet wide. It is designed for both freight and passenger traffic and contains customs examination rooms, waiting rooms and other conveniences and facilities for passenger traffic. The pier is in the heart of the wool district, which is the greatest wool market in the world and is only a short distance from the boot and shoe district and other industries in which Boston is a leader. The pier is equipped with depressed tracks and with others extending along the entire length of the cap of the pier, permitting direct traffic of cargoes between steamers and railroad cars. This great pier has a well earned record for the efficient and economical handling of cargoes. It has been largely instrumental in developing the growing intercoastal business via the Panama Canal between New England and the Pacific Coast.

Within a stone's throw of these great South Boston terminals, is the largest wool storage warehouse in the world. The remarkable circumstance in connection with these great piers and structures, is the fact that only a comparatively few years ago and within the memory of many Boston middle-aged citizens, the area upon which they are located was waste land and largely tidal flats. The Boston Brotherhood Big League Baseball Club grounds were situated near the site of Commonwealth Pier. The other principal overseas terminals are controlled by the three steam railroads serving the port. The Boston & Albany Railroad has an up-to-date overseas terminal in East Boston. It covers an area of more than 43 acres, has four large piers, a 1,000,000 bushel capacity grain elevator, and a freight yard capable of accommodating 430 cars, together with a reserve yard within a mile and a half of the terminal with a capacity of 800 cars. All of the piers are connected with the elevator by grain conveyors so that four vessels may be loaded at one time, each vessel receiving, if need be, a different kind of grain, while at the same time discharging freight and passengers at the piers.

The Boston & Maine overseas terminals are located in Charlestown. The Hoosac Tunnel Dock has five piers, all of which have a low water depth of 35 feet and are on the main ship channel. This terminal has an elevator with a capacity of 1,000,000 bushels and is equipped with four loading deliveries at the rate of 8,000 to 12,000 bushels

each hour. The other Boston & Maine terminal, Mystic Wharves, consists of five piers located at the mouth of the Mystic River. Another grain elevator is located here with a capacity of 500,000 bushels and is equipped to load two ships simultaneously at the rate of 8,000 to 12,000 bushels per hour. The New York, New Haven & Hartford Railroad overseas terminals are located in South Boston, and the tracks of this road also serve the Commonwealth Pier, Fish Pier, and the Army Base. These three railroads have established rail connections to all parts of the United States, Canada, and Mexico. Their tracks extend directly to the ship's side and this in itself is a great advantage over the costly lighterage and car floatage service employed at many of the other ports. The wharves along the city proper frontage, are now largely occupied by tow boat companies and coastwise lines operating steamers regularly to Gloucester, St. John, Yarmouth, Halifax, Charleston, Jacksonville, New York, and the State of Maine ports. Long Wharf is the principal New England distributing plant of the United Fruit Company, the executive offices of which company are located in Boston. Many of these wharves have spur tracks from the Union Freight Railway, a marginal line along Atlantic Avenue, having direct track connections with the Boston & Albany, Boston & Maine, and New Haven railroads. It was along this part of Boston's waterfront that the Tea Party occurred and the famous United States Frigate "Constitution" was launched.

Boston is the second United States port in volume of ocean-borne passenger traffic, being surpassed only by New York. This port has an enviable record for the efficient execution of quarantine and other federal regulations governing overseas passenger traffic. Many of the great liners now entering the Port of Boston daily, have a capacity equivalent to a fleet of thirty or more of the largest and fleetest of the famous old clipper ships.

A noticeable development of recent years in the port activities, is the expansion of the traffic of outlying portions of Boston Harbor. One industry recently completed on the Weymouth Fore River, consumes more than 600,000 tons of coal annually. Similar great industries are responsible for increasing the commerce of Mystic River and Chelsea Creek. Thus, while the total business of the Port of Boston, according to official figures of the War Department, averaged less than 9,000,000 short tons per year for the years 1905 to 1921, inclusive, it had increased to about 15,000,000 tons in 1922, 1923, and 1924. Notwithstanding this heavy increase in the total volume of the port's business, the appearance of the harbor, owing to the change from sail to steam and the increased capacity of present day vessels, is less active than in former years when the tonnage was less but the number of vessels handling it greater.

The main ship channel between President Roads and the Navy Yard at Charlestown is 1,200 feet wide and has a low water depth of 35 feet. Between President Roads and the sea there are three ship channels. The one now being most extensively used is known as North Broad Sound Channel, and the Federal Government has just appropriated $460,000 to start the work of dredging this channel to a depth of 40 feet at low water. The average tide in Boston harbor being about 9 feet, the improvement will give a high-water depth of 49 feet and will permit the largest steamers to pass safely in and out of the harbor at any stage of the tide. This compares favorably with even the famous Ambrose Channel in New York harbor, which has a low water depth of 40 feet and with a tide of 4 feet, gives a maximum depth of only 44 feet at high water. Thus both by gift of nature and hand of man, the Port of Boston is well equipped and capable of handling many times its present volume of commerce with ease and despatch.

Nearly two centuries had passed before Boston was compelled to think of methods of transportation other than by water and by vehicles over the few and short land roads. Compelled is the right word, for the

opening of the Erie Canal and its prompt success forced the Bostonians to realize that their city might lose its supremacy as a business center. The West would open up and be feeders to the cities that formed the termini of the canals. These waterways naturally followed the rivers and there were no large rivers tributary to Boston; there was no lordly Hudson coming to its gates. Of the considerable New England streams, the Blackstone flowed by Providence, and the Connecticut by Hartford; both of which towns were mere stopping places on the way to New York. Obviously any New England canal system would make interior New England a dependency of New York and leave Boston isolated. Even the Merrimac, when once its channel had been deepened threatened to make interior New Hampshire have its outlet at Portsmouth. Boston capital had been used in the construction of locks and for fostering a limited traffic by boats on the three principal New England rivers, and the improvements were resulting adversely to Boston's interests.

The Middlesex Canal—The Middlesex Canal was the first answer made to the threats of waterway competition, which, through the foresightedness of Boston capitalists, was put through before the Erie Canal had been completed. The Middlesex Canal was really the first sizeable thing of its kind undertaken in the United States, it having been projected just after the Revolution. The conception was to have the upper waters of the Merrimac joined to Boston Harbor, and thus direct the traffic of the section lying along the river and canal towards the largest town in America, Boston. The act of the Legislature incorporating the Middlesex Canal was passed in June, 1793. Among the corporators were James Winthrop of Cambridge, Oliver Prescott of Groton, James Sullivan of Boston, and James Porter of Medford. The original plan was to connect the Merrimac at some point in Chelmsford with the Mystic at a point in Medford; but the charter was subsequently amended so that the southern outlet was at Charlestown. The surveys were made by the English engineer, Weston; the work on the canal was directed by Loammi Baldwin, the first notable of that name. Baldwin, a native of Woburn and a colonel of the Revolution, is probably better known by his discovery of a choice apple tree than because of his engineering skill. Most Bostonians do not know the location of the long since abandoned Middlesex Canal, but few are there who are not personally acquainted with the "Baldwin" apple, the foundation of the horticultural industry of New England and New York.

The Middlesex Canal was twenty-seven miles in length, and in its progress northward climbed to a height of one hundred and seven feet by the aid of thirteen locks. It reached its highest point in North Bille-

NAVY YARD, CHARLESTOWN

rica, where it drew water from the Concord River. Crossing this river, by means of three locks it ascended to the Merrimac above Pawtucket Falls in what was then East Chelmsford, since 1824, Lowell. The canal was thirty feet wide and had a depth of four feet. The trip from Lowell to Charlestown took about twelve hours, and was one of the great sight-seeing trips of the day, passenger boats being one of the first types using the canal. Craft up to twenty-four tons burden could pass through the locks, which meant the transportation of much freight as freight tonnage was estimated at that period. By improvements made in the Merrimac, connections were effected with Concord, New Hampshire, seventy-five miles from Boston. The canal never paid, although for two decades it was of some commercial service. It was kept in operation as late as June, 1853, but had long since outlived its never great usefulness. The era of the railroad beginning in the early quarter of the nineteenth century turned men's attention to better means of traffic. The line of the canal was almost paralleled by a steam line which spelled doom for the enterprise entered on in which there had been so much hope and enthusiasm. The inquisitive traveler through Middlesex County, if he asks enough questions, can have pointed out to him traces of the old canal bed, and fragments of the granite locks.

Other Projected Canals—The Middlesex Canal was only one of many canal projects that were brought before the public in early eighteen hundred. The successful completion of the short stretch at a not so great cost, a half million dollars in all, encouraged schemes for all sorts of water-ways. The grandiose celebration of the completion of the Erie Canal in 1826, the tremendous results confidently expected from the cross state affair, stirred the interest of would-be canal builders to fever heat. The more simple and practical of these schemes was one to build a canal to Worcester, and another to join the Connecticut River with the Charles. The canal to Worcester was surveyed by General Harry Knox, of Revolutionary fame, even while the Middlesex waterway was being constructed. He laid out a feasible route but received no financial backing. The Legislature of the Commonwealth, in 1825, appointed a commission to "ascertain the practicability of making a canal from Boston Harbor to the Connecticut River." The survey was made by Colonel Loammi Baldwin the younger, and was outlined in two parts; one covering to the Connecticut, the other from this river to the Hudson. The first section presented no unsurmountable difficulties, and the cost was estimated to total only $3,000,000; the second part, although shorter, was figured as requiring about an equal sum for its completion. The main difficulty to be overcome on the second section was the Berk-

shire range of mountains which would have to be pierced if the Hudson was to be reached. The advantages to be secured by the two-part canal were self-evident, for Boston would be connected with the Great Lakes by way of the Erie Canal, and Boston with its ship lines to foreign ports would naturally become the headquarters for the western productions.

The Fortunate Failure of the Canal to the Hudson—The canal commissioners reported favorably to the Legislature, but, so widespread and acrimonious had been the discussions of the scheme that that body would have nothing to do with it, even repealing the resolve under which the surveys had been carried out. Possibly the hesitancy was due to the magnitude of the idea, or the length of time required for its completion, or mayhap there were enough Puritan consciences to balk at the lottery scheme which was suggested as a means of raising the funds required. Baldwin's plans for a tunnel aroused the chief opposition to the canal by the newspapers. And it was something heretofore unheard of. This tunnel was to be through Hoosac Mountain, a distance of four miles, with a width of twenty feet and a depth of thirteen and a half feet; the cost to be from $700,000 to $1,200,000. There was not in all the world a tunnel so long, and the general attitude was that what never had been constructed could not be. One opponent, David Henshaw, later collector of the Port of Boston, argued in the pages of the "Courier", that the time necessary to complete such a bore would be from fifty-two to one hundred and eighty-two years, and that therefore from a practical standpoint the tunnel was an impossibility. With the methods then extant, this estimate would have proven not far from right. Fortunately, the whole scheme failed of support, and shortly afterward the attention of the people was turned towards railroads, and the interest held by canals was displaced by one in railroad construction. It is interesting to note, however, that the "impossible tunnel" was built a half century later, and almost at the very place chosen by Baldwin in 1825. It may also be of interest to note here, that on December 1, 1926, the reboring of the Hoosac Tunnel was completed after less than four months' work, so as to make it possible for the largest cars registered in the United States to pass through it. For many years, the heavier trains from the West had to be routed in round about ways to reach Boston. Now the giant Sante Fé locomotives, drawing hundred car trains, can make their way east without the delay which often amounted to thirty-six hours on some shipments. All the work was carried on while the tunnel was continued in service, and the completion of the bore without interruption to the forty trains a day passing through it, is considered a most remarkable feat of engineering.

RAILROADS.

The "Granite" the First in America—By one of the strange coincidences of history, the same Legislature that rejected Baldwin's canal, had to consider the chartering of what was the first railroad in this country. This was no elaborate affair, nor was it a steam railroad, the motive power being horses. But it was the pioneer among railways, the model for those that followed, and Boston in idea and completion. This was the Granite Railroad, chartered reluctantly March 4, 1826, running its first train on October, 7, 1826. The builder was Gridley Bryant, born in Scituate in 1789, a builder by trade, but a self-educated engineer as well. "A man of the George Stephenson type—inventive, energetic and full of resource"—he had read accounts of what was going on in England and determined to put what he had learned to use on the work he had on hand, the building of the Bunker Hill Monument. Even so simple an idea, for the carrying out of which no money was asked of the Commonwealth, met with opposition that all but prevented its construction. Bryant's own account of the conception and completion of this railroad tells the story as no other account can. Said he:

> I had, previous to (the laying of the corner-stone) purchased a stone-quarry (the funds being furnished by Dr. John C. Warren) for the express purpose of procuring the granite for constructing this monument. This quarry was in Quincy, nearly four miles from water-carriage. This suggested to me the idea of a railroad (the Manchester and Liverpool Railroad being in contemplation at that time, but was not begun until the spring following); accordingly, in the fall of eighteen hundred and twenty-five I consulted Thomas H. Perkins, William Sullivan, Amos Lawrence, Isaac P. Davis, and David Moody, all of Boston, in reference to it. These gentlemen thought the project visionary and chimerical; but, being anxious to aid the Bunker Hill Monument, consented that I might see what could be done. I awaited the meeting of our Legislature in the winter of 1825-26, and after every delay and obstruction that could be thrown in the way, I finally obtained a charter, although there was great opposition in the House. The questions were asked, "What do we know about railroads? Who ever heard of such a thing? Is it right to take people's land for a project that no one knows anything about? We have corporations enough already." Such and similar objections were made, and various restrictions were imposed; but it finally passed by a small majority only. Unfavorable as the charter was, it was admitted that it was obtained by my exertions; but it was owing to the munificence and public spirit of Colonel T. H. Perkins that we were indebted for the whole enterprise. None of the first-named gentlemen ever paid any assessments, and the whole stock finally fell into the hands of Colonel Perkins . . . . I surveyed several routes from the quarry purchased (called the Bunker Hill Quarry) to the nearest tidewater; and finally the present location was decided upon. I commenced the work on the first day of April, 1826, and on the seventh day of October following the first train of cars passed over the whole length of the road.

The Granite a Horse-Power Road—This road of Bryant's caught the interest of the country, and has been noted in more than one school history as marking the beginning of the railroad epoch in America. It

was what might be called a superior tramway rather than a railroad, Bryant making no attempt to use steam, although Stephenson had already introduced this power on the Stockton and Darlington road in England. The really remarkable thing about the Granite Railroad was the number of appliances Bryant had devised for its successful operation, including as they did the switch, the portable derrick, the turntable and the moveable truck for the eight-wheel car. Bryant was the inventor of the latter mentioned device, his claim to this being sustained in court, but he never profited from it, dying a poor man in 1867, after he had seen it used on the multiplying steam railroads of the country.

The road consisted of strap rails laid upon granite stringers. The length was four miles; the cost about $35,000. A frog and a section of the original road was exhibited by the New Haven and Hartford at the World's Fair at Chicago. The original charter gave the Granite Railroad corporate powers for forty years, but in 1831, these powers were repealed. It was operated as a horse-power road, however, for four decades, but gradually fell into disuse. Eventually the franchise was purchased by the Old Colony Railroad Company, and the old structure demolished. A new railroad was built on the right of way, being formally opened for public traffic on October 9, 1871. "There is a certain historical fitness in the fact that through the incorporation of the Granite Railway into the Old Colony, the line built to connect Plymouth with Boston, that road became the original railroad line in America."

The Rise of the "Railroad Party"—Bryant's railroad, or at least his efforts to secure a charter for it, did another notable thing for railroading in Massachusetts; it brought about a "railroad party" as opposed to the "canal party". It was long, and seemingly wasted years before this party or the sentiment of the people could be aroused to the needs of such roads, and the benefits accruing from them. Colonel Thomas Handasyd Perkins, he who had financed the Bryant road, presented a petition in 1826 that surveys might be made for a railroad from Boston to the Hudson. On the recommendation of Dr. Abner Phelps, one of the representatives from Boston, a joint committee was ordered by the House of Representatives to sit during recess, and "consider the practicability and expediency of constructing" such a railway. The Senate failed to concur, but a House committee was appointed composed of Dr. Abner Phelps, George W. Adams of Boston, a son of President John Quincy Adams, and Emory Washburn of Worcester. This was the first concerted action looking to the construction of a commercial railroad through the Commonwealth. "That it was now taken was also unquestionably due to Bryant's success in obtaining a charter for the smaller enterprise, which, having a distinct object in view, both practical and patriotic, had not aroused conservative apprehensions."

Indifference to Railroads—Of the four long years of tedious education of the minds of men in this new idea, until the granting of the first charters for the Providence and Lowell roads in 1830, there is little worth the writing. Boston saw its future prosperity slowly ebbing away on the tide that swept New York-ward. The city wanted mightily to build such railroad strands as would bind at least the towns of the State to it, but the rest of the Commonwealth was uninterested and conservative. Even the report of the Phelps Committee, backed by the recommendations of Governor Lincoln, failed to break the stolid indifference of the country representatives. The report, made in January of 1827, showed that all that was contemplated was the building of a magnified Granite Railway from the Capital to the Hudson. Several practical recommendations were made with the report, for the appointment of three commissioners and an engineer to make surveys, plans, estimates and the like, but the Legislature all but ignored the report except that it created a Board of "Internal Improvements" which was to employ an engineer and examine routes for canals and railways. The board made but one report, and that on a canal! The press, or at least a portion of it, gave the original committee even worse treatment.

The End of the Educational Period—Meanwhile England had not only proven the feasibility of building railways, but had tried out steam as a motive power on these ways. While the Legislature of Massachusetts was wrangling over the problem of rail transportation and getting nowhere, other states were making ready for this next great move in the growth of our Nation. In Carolina an iron railroad was built before the first railroad company other than the Granite could get beyond the organization stage. New York, in 1825, had incorporated a part of the New York Central, and had a completed section with a steam locomotive running over it about a month after a charter had been granted to the Boston and Worcester. It is difficult to understand why every effort to improve the modes and means of transportation in New England have met with opposition, often amounting to the violent. Good wagon roads were slow in coming into being because of the evils they might introduce; canals were fought because they were endeavors to improve on the water-ways that the Almighty had created; turnpikes were objected to because the builders charged money for their use, and they competed with the canals; railroads were strenuously opposed because they competed with both canal and highway, and were probably of the Devil anyway.

The "Father of the American Railroad"—Perhaps it is well to pass over these few years, considering them as the necessary preparatory or educational period through which all mankind must go before breaking

from the conservatism that holds improvements in check until people are ready to make the best use of what is to follow. While it is to be regretted that other states preceded Massachusetts in the utilization of the new mode of transportation, it is pleasant to realize that the railroad in this country was a Boston idea, and the "Father of the American Railroad" was a Boston editor, Nathan Hale. Mr. Hale was editing the "Daily Advertiser" and put before the people the latest results of rail systems abroad and at home. As a railroad educator, his services were very great. At a later period, he became the president of the company which built the first Boston road opened for traffic. He was the prime mover of the Board of Directors of Internal Improvement chosen in 1828. The report was made by the directors early in the next year, and the work of Hale was a clear, business-like document, covering railroading as far as was then known, and the various phases of routes, traffic, possible income and costs. All of this, it is to be remembered, was before the notable Rainhill trials, near Liverpool, had taken place, or even Stephenson's "Rocket", in 1830, had shown to the world that the railroad engine was a practical affair. The railroads advocated in Hale's report, were horse powered, after the fashion of the Granite. But through his "Advertiser" he published the latest information of the "Rocket" and the "Rainhill Trials," and as Adams states it: "The result was immediate. All the slow educational work of the six preceding years seemed to bear fruit in a day—not in the Legislature, but in the market place. Individual enterprise at last came to the front, and when the Legislature met in January, 1830, petitions for the incorporation of private companies were presented to it."

The Boston and Lowell Chartered—But all was not well as yet, for the conservatism of the Legislature held in check these new enterprises. The objections that Bryant had been compelled to overcome, were again repeated. Capital was also cautious, and wanted exclusive rights for the routes over which they desired a franchise to build. These, the Legislature refused to grant. Eventually a forty-year franchise was given the Boston and Lowell, which included a monopoly of the right of way for that period. A company was formed at once, and books were opened for subscriptions; the most of the stock was taken in large blocks by men interested in Lowell manufacturing. The charter was granted June 5, 1830; the Boston and Providence charter dates from June 22, 1831, and that of the Boston and Worcester, June 23, 1831. The latter road was the first to be operated, being opened as far as Newton on April 13, 1834, starting from a temporary station on Washington Street. It was opened to Worcester in July, 1835. Thus was the system of roads started which were later to make Boston a railroad

center. It came late, for New York, Philadelphia, Baltimore and Charleston, South Carolina, already had roads well on the way toward completion. Adams says: "Boston, in fact, lost its railroad lead in 1826 . . . and was not destined to regain it."

The Building of the Lowell Railroad—All three of the first chartered roads were completed and opened throughout within a few weeks of each other, although work was begun on the Lowell road first. It was somewhat more elaborately built, which accounts for the delay of its completion. The Boston & Lowell was a monument to men like Patrick T. Jackson and Kirk Boott, to whom, with a few others, was due the development of the City of Lowell, the most famed manufacturing experiment of that day. The mills that "The Noted Five" had erected in Lowell had to have a better outlet for their goods than the Middlesex Canal. The latter served well enough in summer, but when frozer up, dependence had to be placed on the none too good roads and horse-drawn vehicles to transport the textiles to Boston and the seaboard Jackson was convinced not only of the feasibility of rail freighting, but realized its necessity as the industries of his town expanded. He not only was the moving spirit in getting a charter and securing the capital needed, he insisted that the railroad should be planned and finished on a scale that was not equaled elsewhere for many years. It was constructed with a double track, with grades worked out and reduced to a maximum of ten feet to the mile, all sharp curves and abrupt gradients being avoided. The engineer of the line was Major George W. Whistler, the father of the famous painter, later the engineer of the Western, and who finally went to Russia to aid that government in the establishing of its railroad system. One of the interesting incidents in connection with the running of the first trains on the Boston and Lowell had to do with the first engine, one imported from Stephenson, in England. A man was sent over to run the locomotive who performed his duties very well. A copy of the engine with improvements made in the Lowell machine shops was given to him to handle, but for some reason the American locomotive would not run for him. This coming to the attention of Major Whistler, so aroused his wrath that the English engineer was discharged on the spot. After that, the Lowell locomotives ran as well as the Stephenson. The Boston & Lowell was a success financially from the start, dividends being paid with the exception of 1875-77 until it was absorbed by another line.

The Boston and Providence Railroad was opened, as was the Lowell, in June, the former on the 11th, the latter on the 27th. By means of it Boston was placed in direct steam connection with New York by way of Long Island Sound, and the trip between the two places reduced to

about fourteen hours. Thomas B. Wales, John Bryant, Joseph W. Revere and Abbott Lawrence were among those who originated this line. The road was well built, being fortunate to escape the mistake made by the Boston & Lowell, in not having the latter's too solid superstructure. An elastic roadbed was tried much to the satisfaction of all concerned. The rails, imported from England, were of such weight—fifty-five pounds to the yard—and quality, that the last of them was not removed until 1860. This road, although always somewhat conservative in its management, was a money-maker throughout all its original career.

The Boston & Worcester Line seems to have held the first place in the minds and affections of Bostonians of the olden days. The stock was widely distributed, there being many holders of a few shares. It was the first to give the residents of the Hub their first steam hauled train ride, for it was opened to Newton, and the first locomotive to be run in Massachusetts in the latter part of March, 1834. No actual use was made of it until April 4, when it hauled a gravel train; the president of the road gravely announcing in the next morning's paper that "the engine worked with ease, was perfectly manageable, and showed power to work at any desirable speed." It was tried out for several days, however, before the president and the board of directors trusted their lives to the "perfectly-manageable" steed, when a trial trip was made to Davis's Tavern in Newton. The "Advertiser" had its say concerning this journey: "They returned in thirty-nine minutes, including a stop of about six minutes for the purpose of attaching five cars loaded with earth. The engine traveled with ease at the rate of twenty miles an hour." Regular service between Boston and Newton did not begin until May 16, 1834, which consisted of three trains each way.

By June, the railroad had been completed to Needham; to Hopkinton by September, where the train was greeted with the firing of cannon, and a band which took its place on the tops of the coaches and rendered sweet music as the train ran over the rails on a wee excursion. In June of the next year, the road was completed to Worcester, the formal opening of the line being celebrated with much *éclat*, on July 4, 1835.

The Western Railroad to Albany—Two years before the finishing of construction work on the Boston and Worcester, the Western Railroad Corporation had received a charter, March, 1833, directly connecting it with that road, and secured for the purpose of creating a line connecting Boston with the Hudson River. So that, while the first epoch of the construction of the Boston railway system came to an end in 1835, with three roads, the true close of this period was in 1841, when the Western line joined Boston with Albany. The three initial railroads, aggregating one hundred and twenty miles, had cost $3,000,000. Boston

had raised most of the capital that had gone in the making of these lines. The roads had yet to prove that they would be more successful than the Middlesex Canal. Under the conditions, it is not surprising that the financing of an extension of the Boston & Worcester over the supposedly impassible Berkshire Mountains, proved difficult. Eventually the road was built largely by outside capital and State aid, and as a separate affair, rather than a connection of the line to Worcester. The Western should have been to Boston what the Pennsylvania was to Philadelphia, or the Baltimore and Ohio to Baltimore, an institution created and nourished by the city. Instead, Boston money went into the creation of a railroad system whose center was Chicago. The Western and the Worcester wasted two decades fighting each other over rates and the like, before consolidating as the Boston and Albany in 1869. When Boston awoke to the failure of these two competing lines to bring it in intimate business touch with upper New York State and the Great Lakes, when the city realized that it was failing to reap the advantages which were expected to accrue to it upon the completion of the Western, it was too late. The trend of travel and freight was along other lines leading away from Boston. It was years, if ever, that the Metropolis recovered from this set-back. Down to the present, the city has been engaged in a continuing fight to secure for Boston the shipments that are rightfully due her as the most direct seaport, the one nearest to Europe, the natural center through which the West should send the bulk of her exports abroad.

Celebrating the Completion of the Western—The Western Road was opened throughout its length in December, 1841. The Boston City Government officials traveled to Albany where they were entertained; they returned bringing with them their hosts, and on December 30 a grand municipal dinner was given with the usual speechmaking characteristic of such proceedings. The novelty of railroad construction was passing, and the future history of rail transportation as far as Boston is concerned, was a matter of facts and figures rather than of banquets and oratory. Somehow, there was a feeling that all things had been finished; that now had come the time at last when men could rest from their labors and garner the wheat from their sowing. An article in the "Monthly Chronicle," for June, 1841, begins with the words: "The magnificent system of railroads, extending from a common center at Boston, throughout all the State of Massachusetts, and reaching to four of the adjoining states, is now nearly completed." Including the Western, the Eastern, a Salem enterprise, from East Boston to that town, and the three initial Boston roads, the total trackage was only three hundred and thirty-seven miles, which had cost about $14,000,000, and

was earning about $1,000,000 gross annually. Actually the State had made but a beginning. Within ten years, 2,500 miles of railroads were built in the State, and while 1850 marks the ends of the constructive period, the mileage has increased nearly every year since. Probably 200,000,000 passengers are carried in the Commonwealth every year, and the tonnage of freight hauled must total 75,000,000 tons.

The Period of Expansion—During that period extending from 1835 to 1875, which may be called the "Period of Expansion," nearly all the roads that formed the nucleus of the present great systems, were built. To the one who must have statistics, the following will give the names and dates of their beginnings. They are: the Boston and Lowell, chartered in 1830; the Boston and Providence, 1831; the Boston and Worcester, 1831; The Western, 1833 (this road being associated with the Boston and Worcester and consolidated with it in 1869 as the Boston and Albany); the Eastern, 1836; the Boston and Maine, 1841; the Fitchburg, 1842; the Old Colony, 1844; the Boston, Hartford and Erie, 1863, composed of a number of smaller roads, and which later, 1873, became the New York and New England.

Certain of these played very important parts in the development of sections of the State, and nearly all of them had a great deal to do with the growth of the nearby areas of Boston. For the first two centuries Boston was isolated, a provincial capital lacking the close touch with the other parts of the State that characterizes the last hundred years. The means of getting to and away from Boston were the same as in the beginning as far as motive power entered in. Roads were more numerous and better, there was also a canal; but the only agencies of transportation were the boat and the wagon. Boston, it is true, had dropped the town form of government in 1822, but it was but a country town for all that. It had grown in population, particularly after the Revolution, and because of its shipping was a genuine commercial center. But Boston was confined to its little peninsula, even those sections that now are parts of the city in fact, if not in name, were not even suburban. It took the better part of a day to go and come from places like Watertown, Newton, the Readings, and the host of other places which now house many of those whose daily business is carried on in the Metropolis. Even so short a time ago as the first decade of Boston as a city, there were few country homes, and seashore residences were all but lacking. A man lived near his place of business; leisure was something to become acquainted with; travel, even of a few miles, could be indulged in by few.

Charles Francis Adams, Jr., on the Influence of Rail Systems on Boston—As Charles Francis Adams, Jr., for a decade a member of the Massachusetts Board of Railroad Commissioners, for much of that time

the chairman, has pointed out, the coming of the railroad changed former conditions in Boston radically. He sums up the influence of the rail system on the city in its subsequent growth and municipal character:

It brought to Boston the full current of modern city life—turning the large New England town into a metropolis, if a provincial one. Of the rapid increase both in wealth and population which then ensued, the figures of the census tell the story. It would be foreign to the story to dwell upon it. There is, however, another story which the census does not tell. In a quarter of a century after the three initial railroads were opened, both the ancient city limits and the modes of life traditionally pursued within them disappeared. Boston became the counting-house, as it were—the daily business exchange—of a vast concourse of active men having homes in every neighboring town within a limit of thirty miles. The ancient municipalities adjoining the city had been absorbed into it: Salem, Lynn, Lowell, Lawrence and Worcester became suburbs. Meanwhile business vocations not only diversified themselves, but they increased in volume, so as to lose all proportion with what they had been. New branches of industry came into existence, and their rapid growth soon caused them to overshadow the traditional callings which were inseparably associated in the New England mind with the idea of accumulation. Down to the time when the three earliest Boston railroad lines were opened together in 1835, all the large fortunes, as they were then thought, had their origin in the fisheries, in the carrying trade, and in foreign commerce. Thenceforth, these were to become of minor importance. . . . A whole new America was meanwhile shaping itself—an America with which the relations of Boston and New England were yet to be established. New England remained the financial center of the whole; but Chicago, in 1835 a mere outpost town on the shores of Lake Michigan, was transformed into the chief distributing point of an interior, in comparison with which that region which the foreign trade of Boston once supplied, was lost in insignificance. Boston meanwhile developed into a local center of a busy manufacturing population dwelling and working in all eastern New England. This was its home function. As respects the new interior of the continent and foreign countries, the tendency of railroad development is to reduce all seaboard cities into mere points of trans-shipment—conduits, as it were, of modern trade. They are, indeed, of hardly more account in the process of distribution on this scale, than those interior towns through which the freight trains laden with corn and meat pass rapidly on their way to the East, shortly to return carrying the bonded wares of Europe in their unbroken packages to the customs houses of the West. The introduction of the railroads, then, as it changed every considerable city, changed Boston also. They changed it both within itself, and in its relations with other countries and other portions of the common country. The former capital of provincial New England had not become one of the great railroad centers of the continent. Geographical position alone probably put this out of the question. It had not, however, developed into nearly as considerable a railroad center as it might at one time have been made. In this respect, opportunities were lost. Nevertheless, as a railroad center of the second class, the position of Boston was well defined and considerable. Within its own territory, the city was supreme; and that territory was populous, busy and wealthy. Beyond its territory the railroad enterprises and investments of those dwelling in Boston, had sent back to it a tide of wealth, which reduced to insignificance the old time profits. Meanwhile, so far as foreign commerce and a share in the handling of the great volume of commodities and exchanges passing between the interior and the ports of other nations was concerned, the city had much more than held its own.

All this was written forty years ago, and its findings differ in some respects from those that would be made now. But it sums up in a manner worthy of attention today, the effect of the railroad era upon Boston, with the benefits and problems that were thrust upon the old city.

The Eight Original Railroads—Before dismissing the original eight railroads, one or two deserve further mention. The Boston and Maine, formed in 1841, started as a branch of the Lowell road under the name, Andover & Wilmington Corporation. Portions of this line were in operation nearly ten years before, in 1845, the Boston and Maine reached a terminus in Haymarket Square. It was then a well capitalized ($2,380,300) road, controlling seventy-four miles of track and earning annually, $350,000. The Fitchburg road, chartered in 1842, was almost the creation of one man, Alvah Croker, its first president. It ran along the canal route proposed by Baldwin, passing through a sparsely settled region, until coming comparatively close to Boston. The most of its mileage was in Middlesex County, and that section of the Commonwealth owes more to it by way of development than to any other of the early railroads. With its connections out of Fitchburg, it became one of the great trunk lines from Boston to Vermont and New Hampshire in one direction, and Troy in the other. The Boston and Maine is now the principal railroad of Middlesex.

The Boston and Maine, the Fitchburg and the Old Colony, all entered Boston the same year, 1845; the two former coming in on the north side, the latter on the south, at the old Lincoln station of the Boston and Worcester; in 1847 it built its own station on Kneeland Street. The old Colony, more than any of the older roads, grew by acquisitions, and changed its name often. Chartered to build a line from Boston to Plymouth in 1854 it, through a consolidation, became the Old Colony & Fall River; in 1862, by another acquisition, it became the Old Colony and Newport Railway; and in 1872, by a third consolidation, it became the Old Colony again. The original road to Plymouth was but thirty-seven miles long, but by 1880 the "System" included four hundred and seventy-five miles of road, a larger amount than was controlled by any other Massachusetts corporation. The railroads reaching Boston in after years, can hardly be said to have been born, but, like "Topsy," they "growed." There is now none of the Boston roads, save one, which has not been changed beyond recognition by consolidation. But of this third epoch in the history of railroads, the consolidation period, something will be written later. Just now let us notice a side issue of the railroading of the old time—the dislike for any intimate association by the roads which led to many unpleasant, cum-

bersome, and costly features. It was the extremities to which competition went which forced consolidation upon the various corporations from 1875 and on. The one result of competition which will be noticed here is the multiplication of railroad stations in the city.

Why Boston Had So Many Stations—There were seven distinct lines in 1846 having their termini in Boston; only one of these had no separate station. When the New York and New England came in on Broad Street, 1855, the number was raised to seven. The Boston, Revere Beach & Lynn, 1875, added another, which, however, can hardly be counted, as its terminus was at East Boston, connections with the city being had by way of a ferry. Edwin Bacon, in his "Book of Boston," gives an interesting description of these stations which is well worth the quoting. He writes:

> The seven pioneer and distinct railroads, diverging from Boston irregularly to all points of the compass, and the main trunks upon which were engrafted all the railroads in the State, continued entirely independent of one another for nearly half a century. And each had a distinct passenger station for a decade or so longer. The stations fifty years ago were excellent buildings, one or two of them architecturally ambitious, of which the town was reasonably proud. The Worcester and Western station, or the Boston and Albany after 1869, at the corner of Beach and Lincoln streets opposite the United States Hotel, was then classed as old and a landmark. Sixteen years after, to be exact, in 1881, it was succeeded by a modern structure occupying a block bounded by Kneeland, Lincoln and Utica streets. This new building was pronounced to be attractive in its general appearance, while "convenient in its arrangements for passengers as well as for the prompt dispatch of trains without confusion." The "ladies' room" was especially effective with its unusually comfortable furnishings, and its "three large fireplaces fifteen feet in height, built of McGregor freestone—a recognition of the æsthetic tendencies of the times." The train-house opening directly from the vestibule, was exceptionally long and wide for that day. The Old Colony station, neighboring the Worcester, on Kneeland Street at the corner of South Street, was a plainer structure externally, but with an inviting interior. The Boston and Providence station fifty years ago was on Pleasant Street by Park Square, a quaint structure, the entrance from the street through a gate-way—perhaps the gate-way was an earlier affair, my memory may be at fault—in the arch over which used to hang a bell, which in the early railroad days rang fifteen minutes before the departure of a train. This station of the 'fifties was succeeded by a station of the 'seventies remarkable for its artistic beauty as well as for its adaptability to the uses for which it was designed. Indeed it was one of the "show" buildings of the then fairly developed Back Bay quarter upon the edge of which it stood. Although surpassed in size by a few structures of the kind, it was one of the longest passenger stations in the world. A great marble hall in the centre of the spacious head-house, imposing in its general effect and magnificent in its architectural beauty, was the strikingly effective feature of the interior. From this hall opened the large and well-appointed waiting rooms, dining-rooms, baggage-rooms, and so forth; while from a fine gallery surrounding it at a height of twenty-one feet, access was given to a travelers' reading-room, a billiard-room, and to the offices of the company. The long train-house, with monitor roof, opened from the farther end of the central hall, approached

by a dignified flight of steps the width of the building, it being below the level of the head-house. The façade of the handsome exterior facing Columbus Avenue close beside Park Square, was marked by a lofty and finely proportioned tower, high up in which was a tower-clock illuminated at night. The architects of this noble station were Peabody and Stearns. It cost nearly a million dollars. The Boston and Providence in the 'seventies, with its connection, one of the trunk lines to New York, had become one of the richest railroad corporations in Massachusetts. In the late 'nineties, or early in the 'twenties, this beautiful building was demolished, and in its stead was erected the gloomy and depressing "Back Bay" station on Dartmouth Street, south of Copley Square.

The other stations, all on the north side of the city—the Boston & Maine facing Haymarket Square, and the Fitchburg, the Eastern and Lowell in a row on Causeway Street—were all well arranged, and two of them notable structures fifty years ago. The Maine station stood on the line of the Boston end of the old Middlesex Canal. It was a plain roomy building, without the customary division of head-house and train-house; and being at the junction of two streets and Haymarket Square, it was exceptionally bright and airy. Its site is now covered by the Emergency Branch of the Boston City Hospital. The Fitchburg was the most impressive from its fortress-like aspect, with its massive walls and battlemented towers of undressed granite. It was built in 1847, five years after the completion of the road, and apparently to last for centuries. It was historic as well as the oldest of the Causeway Street row, not from its connection with railroads, but with art. For it was in a great hall in the upper part of the building that Jenny Lind, brought out by Phineas T. Barnum, the showman, was heard in two great concerts by audiences of four thousand people on each occasion, in October, 1850. . . . . Previous to the erection of this station, the terminus of the Fitchburg had been in Charlestown. The massive structure remains with slight change in its exterior, a sort of annex to the present North Station, utilized for offices of the freight department. The Eastern station was the least pretentious in the row. It had been erected in 1863 after the destruction by fire of the former station, and was small and inadequate for the immense business which the Eastern had at that time built up. It was of brick with central tower, upon which was a clock which could be seen from several approaches, and was depended upon by patrons of all the stations of the row. The Lowell station was one of the showiest and largest in the country. It was seven hundred feet long, and had a front on Causeway Street of two hundred and five feet. It was built on a large scale with a view to much more extensive business than the Boston and Lowell alone—the shortest of the initial railroads, only twenty-six miles long—or with its then northern connections, was doing, the expectation being that other roads would seek accommodation in it. While substantial in build, and elaborate in ornamentation, this new station lacked the architectural beauty and refinement of Peabody and Stearns' Providence station. The lofty central hall of the head-house, from which opened the various rooms for passengers,—itself also arranged for a waiting room,—and above the offices of the company, was a notable feature of the interior. Another was the great arch of the train-house with a clear span of one hundred and twenty feet without any central support. The station of the Boston, Hartford & Erie, to become the New York & New England in 1873, was a low, rambling building with an over-hanging roof, similar to country stations, where is now the modern South Station.

These separate stations of the initial railroads were discarded with the establishment of the two great terminals of today—the South Station and the North Station. The South Station was the first to be built and occupied in 1899. It faces a square laid out during its construction, to which was given the name of Dewey by an emotional

city government after the reception of the naval hero of Manila in Boston, and extends its long lengths on the Summer Street Extension and Atlantic Avenue. If you will have statistics, here they are: total length on three streets, twenty-one hundred and ninety feet; maximum length of the main station, eight hundred and fifty feet, maximum width, seven hundred and twenty-five feet; length of the trainshed, six hundred and two feet; total area of trainshed and head-house, thirteen acres; main waiting-room, sixty-five feet by two hundred and twenty-five feet. The curved roof is the feature of the trainshed. This is supported on huge cantilever trusses, the trusses being supported on two lines of columns which extend down the full length of the station. The extreme height of the trainshed is one hundred and twelve feet; the middle span is two hundred and twenty-eight feet wide, the two side spans, one hundred and seventy-one feet wide. The central part of the building is five stories, the first story given to station uses, the others for offices of the companies here housed. The ground upon which the building stands is all "made" land. The total area of the site is about thirty-five acres. As originally designed, it was a "double-deck" station. The trains were to be separated into two classes, the express or long distance, and the suburban. The long distance was to be handled on the upper deck; the suburban on the lower. The suburban was to be upon two loop lines laid some fifteen feet below the level of the main platform. The traffic was to enter and leave by an inclined subway leading down beneath the main floor, where the tracks were to form two separate loops swinging around underneath the main platform and leaving by the same incline as that by which they entered. But this scheme was never carried out. The North Station was a patchwork affair—clever patchwork, however, in which were utilized the old Eastern station at one end and the Lowell station at the other, with a brave exterior show of ornamented stone columns between. Its internal arrangement is similar to that of the South Station, but on no such elaborate scale. The South Station is occupied by the New York, New Haven & Hartford combinations, and the Boston & Albany. The North Station, by the Maine, the Eastern Division of the Maine, and the Fitchburg Railroad, which is a part of the Boston & Maine.

The Period of Consolidations—The multiplication of the number of railroads during the era of rail expansion was a perfectly natural feature of the development. Railroads were built, for the most part, to connect one town with another, and, in Eastern Massachusetts, with Boston as the great port, the metropolis and natural outlet for the productions of the State. There was a very real need for better modes of transportation, but the novelty of the form of locomotion, and success of the first little systems, led to the conviction in the minds of men, that the railroad was the panacea for all the ills that were suffered by isolated communities. Bits of railroads were constructed between towns of the smallest population and their ways often led through sparsely peopled districts. Seldom was a region so rapidly supplied with transportation as that adjoining Boston. Money was lost, for the section through which a railroad was built had to subscribe a large percentage of the means expended in the construction. And railroad building was at that time an unknown science, mistakes were plentiful, costs ran far beyond expectation or reason. The seven or eight roads whose tracks converged on

Boston compacted an industrial section the like of which could not be found in this country. This condition holds even today. Within a fifty-mile radius of Boston there is a greater railroad mileage, per square mile and per capita than within any other fifty-mile radius in the world. The whole eastern part of Massachusetts is covered with a network of railroads with branches running in every direction.

The day of the separate short railroad passed; their ends were joined or connecting links created. After the Civil War, came parallel construction in the endeavor to so lap another line that its business could be stolen. Competition became ruinous, both the competition in building and for freight and passenger traffic. Roads that had started out well, capable of making money even on the large capitalization with which they were burdened, became losing investments. These conditions carried over into the 1880's and 1890's, and carried bankruptcy in their train. About 1875, began that era which Hale, the "Father of American railways," were he alive, might denominate the "Consolidation Epoch." The railroads had to get together, had to limit competition, for they were facing inevitable disaster. Consolidation was the remedy. It was used too vigorously, perhaps; made too raw and nauseous to be swallowed by the people without resentment and strenuous objections; but it was the remedy, and proved successful.

The Old Colony Railroad, as we have seen, was the earliest example of a Boston road's growth by consolidation. Policy, rather than competition, determined its management, and by 1880, it had control of a greater trackage than any other line. It was also a payer of dividends. In 1888 the road absorbed, by lease, the Boston and Providence with all of this line's connections. By this coup, the Old Colony reached New York by one of the best of the all-rail lines leaving Boston, taking rank as the second largest railroad system in New England. In the nineties, the Old Colony was itself absorbed, becoming a part of the New York, New Haven and Hartford.

The Boston and Maine, which started in 1841 as a branch of the Lowell and Boston, remained a rather insignificant factor in the transportation schemes of its home city until it gathered in the Eastern in 1884, the first of the original roads to lose its identity. It already had combined with the Boston and Portland, and had its rails as far as Berwick Junction, where it joined the Eastern and the Portland, Saco and Portsmouth, this line being leased and run by the Eastern and the Maine. The consolidation gave it ownership of the rails into Portland. Three years later (1887) the Boston and Maine took over the famous Boston and Lowell. By this time the Lowell had far outgrown its early twenty-six miles of track, for it included the Nashua and Lowell, the

Keene Branch, the Northern New Hampshire, the Central Massachusetts and the Boston, Concord, and Montreal. By this absorption, the Boston and Maine had connections with New York by way of the leased Worcester and Nashua, and the Philadelphia, Baltimore and Washington *via* the Central Massachusetts. By the various acquisitions and leases, the Boston and Maine went to the front rank as the largest New England road.

The Maine was in turn, 1909, absorbed by the New York, New Haven and Hartford, which latter road included the Boston and Maine, the Fitchburg, 1900, the Old Colony, and the New York and New England, giving it a practical monopoly of the transportation systems of New England. The principal exception, out of Boston, was the Boston and Albany, itself a consolidation of the Boston and Worcester and the Western (January, 1868). These two roads which should have been one from the beginning, did finally see the light and join hands. It was the making of both roads, and the union of the twain had a regenerating effect.

The Boston and Maine in Relation to New England—There have always been truly great railroad men guiding the destinies of the Boston and Maine, such as James T. Furber, its general manager from the time of the absorption of the Eastern and Lowell systems until his sudden death in 1892; Colonel John W. Sanborn who succeeded Mr. Furber as general manager; and Daniel W. Sanborn, the general superintendent. Lucius Tuttle was connected successively with the Eastern, the New York and New England and the Lowell, Canadian Pacific, New York, New Haven and Hartford, all in increasingly important official positions until he became, in 1893, the president of the Boston and Maine until his retirement in 1909, after the merger of the road with the New Haven, a merger for which he was largely responsible. This merger was of short duration, for a legislative enactment of a year or two later compelled the New Haven to surrender its lease of the Boston and Maine. Lucius Tuttle was succeeded in the presidency by Charles S. Mellen, whose name and fame are too well known to need comment. Mr. Mellen had his headquarters in Boston during the early years of his work in the railroad expansion of the New England lines. He was connected with the Boston and Maine.

The Boston and Maine had always been a railroad having a distinct and often difficult place in the transportation affairs of Boston. It was, and still is, the great system leading out to the North. The country through which it traveled was one never largely populated, nor a region making any rapid growth. Financially, it has always had to be conservative, but in other of its policies an advanced position has been taken.

Eleven branches and trunk lines enter New Hampshire, which, with transverse lines, have made what might have been an unaccessible State easily reached and visited. The delightful climate of the White Mountains and many picturesque towns have been opened to the vacationist, these visitors constituting an important part of the traffic of the road. The Mt. Washington Railroad, from base to summit, a distance of about four miles and reaching an altitude of over six thousand feet, is one of the most remarkable bits of railroad engineering in the world. The Boston and Maine has not merely been instrumental in opening up this vacation region, but has advertised its beauties and possibilities.

Vermont, rich in natural resources both in land and waterpower, in recent years a land of the vacationist, has two trunk lines running through it, and is brought into direct connection with Boston. Maine is, of course, on the first trunk line of the system.

One trunk line of the Boston and Maine runs along the coasts of Massachusetts and Maine until it joins the Maine Central at Portland. Another trunk line runs farther inland; a third traverses the Merrimac Valley, serving the cities and towns famous for their textile and other industries, until it makes connections with lines going into Canada and on to the far West. From Portland, branches reach out along the Androscoggin and Penobscot rivers into the lumbering and potato district. The freight possibilities are considerable, but at present the annual migration of thousands of summer visitors to this playground of the East, with the attendant prosperity and activities of the region, forms probably the principal source of revenue to the Boston and Maine from its more northern lines.

The freight termini of the system center principally in Charlestown, Somerville and East Cambridge. The passenger terminal is the North Station. Between the two connections are made over a series of bridges, costly to maintain, but which are about to be replaced by a better system. The road maintains motor truck deliveries, particularly for perishables to South Boston and parts of the city proper. A fruit auction is also a feature of the Charlestown freight yards. By switching service all the other terminals can be reached by the Boston and Maine, so that it supplies excellent, quick and direct service, not only between Boston and the neighboring states, but also with the Canadian roads for more lengthy hauls. The road has also among its properties, the Hoosac Terminal with its five large piers, freight sheds and grain elevator, and the Mystic Wharves, comprising seven piers with freight sheds, coal pockets and a grain elevator.

The Boston and Albany—The Boston and Maine lost its identity for a time when it was absorbed in 1909, by the New York, New Haven and

Hartford. This New Haven System already included the Old Colony, the New York and New England, and with the Fitchburg, acquired through the Maine, had a practical monopoly of the transportation systems of New England. There was one notable exception, the Boston and Albany, which for some time maintained its independency, and even later did not become a part of the New Haven. The Boston and Albany was itself a consolidation of the original Boston and Worcester and the Western, made in January, 1868. As we have seen, both these roads should have been one from their inception, but it was some years before they saw the light, ceased their competition and joined hands for the benefit of both. The consolidation indirectly had a regenerating effect upon the commerce of the metropolis. In 1869, after a long and costly legal battle, the Boston and Albany succeeded in gaining the control of the Grand Junction road, by means of which it reached the Boston docks. During that same year, it became a party to arrangements with western roads by which materials from the West could be shipped through to Europe by way of Boston at the same rate as held by way of New York. It brought about an immediate revival of ocean shipping in the port. "In 1867 no steamer sailed regularly from Boston to any foreign port; during 1880 no less than three hundred and thirty-three steamers cleared from it." Exports increased, the Hub awoke from its sleep to go actively into a movement for the improvement of the harbor and the multiplication of wharves which even the depression in finances after the close of the Civil War did not quench. The Grand Junction at the present time is somewhat too circuitous a means of connecting the terminal of the road with shipping for the advantages of all concerned, but it is effective if not efficient. The Boston and Albany is still the most direct route to upper New York State and the West, but since becoming a part of the New York Central does not carry the amount of through freight from distant stations which it formerly did. The recent (1927) enlargement of the Hoosac Tunnel, however, opens the line to the use of the largest type of locomotives and freight cars, so that the future will see a return of this road to its place as a great through railroad system, an important factor in the port development of Boston.

The Boston and Albany has two large freight yards, one in the heart of the business district of the city with four freight-houses and a delivery yard capable of holding three hundred cars. The other is located in East Boston, where recently was completed an automobile freight house and unloading platform which can accommodate twenty-eight freight cars. A branch of the Boston and Albany extends through many of the most important outlying industrial towns of the city within nine miles, and serves a number of industries, of which more than two hundred have side track facilities. Fast freight and passenger service is

maintained to western points. Through cars loaded at Boston are carried over the road at a schedule calling for their arrival at Chicago on the fourth day and St. Louis on the fifth. The Grand Junction wharves, owned by the Boston and Albany, comprise six piers with warehouses and a large grain elevator.

The New Haven System—In 1909, the Boston and Maine was taken into that greatest of New England's consolidated systems, the New York, New Haven and Hartford. This road, although not started until 1873, became the largest of those doing business in New England. It soon was, and now is, the principal carrier of all the lines leading out of Boston. It so happened that the intensive development of transportation in this section of the United States was due to the initiative of the New Haven corporation. It did for the Northeast what Boston and other money did for the West—rebuilt and remodeled inadequate lines, consolidated competing or parallel roads, reorganized and reëquipped the various parts, spending money as it never had been spent before. Its reward, and its main work were the movement of the greatest concentration of passenger traffic to be handled by any railroad in this country. And along with this enormous passenger traffic, there was also a tremendous volume of freight to be carried, for its tracks were laid through what was one of the greatest concentration of manufacturing then extant. The climax in consolidation was reached in 1909. By some this consolidation was considered too complete and aroused in the minds of many a fear lest what amounted to a monopoly and was likely to be misused had been established. This condition did not last very long, for the government took a hand in the proceedings, splitting the system into less cumbersome parts, and the conditions ruling during and after the World War ended the so-called monopoly.

Because of the importance of this road, both now and from its beginnings, the following written by Sylvester Baxter in "The Outlook" in 1908, is worth the attention as giving a picture of the New Haven just prior to the absorption of the Boston and Maine. He wrote:

> At that time the New Haven had already become a big consolidated system. "Big" well characterizes a New England railway operating more than four thousand miles of track. Considering density of population served, intensity of traffic, frequency of train movements, and volume of business, this is the equivalent of at least a sixteen thousand mile system beyond the Mississippi. The New Haven holds the record among American railways for the largest dividends declared consecutively through a long period—dating from the organization of the company as the New York, New Haven & Hartford in 1873. Consequently the inertia of "Let well enough alone!" has been difficult to overcome, but it was seen that not to develop the traffic possibilities of the property by liberal expenditures backed by the highest engineering skill and administrative ability would mean atrophy. In 1903 the capital stock was $70,897,300. The stockholders had

voted an increase to $77,000,000. Later on, the full $100,000,000 legislatively authorized was issued. And in less than six years $116,288,000 was spent for improvements. It is doubtful if the head of any great railway has ever before faced such a diversity of transportation problems as became the task of Mr. Mellen when he came back to the New Haven; vast reconstruction in tracks and terminals; enormous additions to the equipment; readjusting relationships with the trunk lines, and formulating new policies in behalf of New England, as well as strengthening his company's own position as a national factor in transportation; developing a broad policy in the local field occupied by the trolley-line services; improving and extending the company's marine lines; opening up new connections with the systems beyond the Hudson; energetically dealing with coal-carrying agencies to safeguard the fuel supply services vital to New England's industries; great terminal improvements in New York and elsewhere; electrification on a scale that meant revolution in motive power conditions. The New Haven is much more than a railway company. In marine transportation, it does a large and profitable business. It practically controls the trolley services in Connecticut and Rhode Island. Through the charter rights of acquired street railway properties in Connecticut, it incidentally supplies electricity and gas for light, heat and power. New York City locally constitutes the greatest market for New England industries and is also a chief gateway to the markets west and south. This circumstance has developed an extraordinary expeditious freight service. A piece of leather one day converted into shoes in a New England factory may the next day take its place on the shelf of the New York retailer.

The New Haven of today differs but little from that pictured by Baxter. It has expanded as necessity demanded, but the changes have been fewer during the last two decades than one would naturally expect. Two factors have entered into this condition. Perhaps a more accurate statement would mention but one, naming the World War. The tremendous demands made upon the equipment of all railroads during that period, together with a management directed by the National Government, brought about a deterioration of the various lines together with a multitude of entanglements, that has taken the best efforts of the direction of our railroads to simply rehabilitate them. The problems of the late years have been to keep up with the needs of the time. There has been no diminution of the concentration of passenger traffic and freight, but the class of it and the bulk of it has not increased. Rather it is otherwise, for the motor truck and the motor bus have become competitions for the short hauls in freight and passenger service. This competition has reduced the gross income of the railroads radically, while the costs of operation have increased. With the lessened earning powers of the railroads their borrowing status has been reduced. Capital no longer flows readily into the coffers of our transportation systems. Given, then, the railroads worn down by war service, successful competition from other modes of transportation, money hesitant to come for the refurbishing of the lines and to meet competition, it is easy to see why the last decade in railroading has been one of holding on what is, rather

than spreading out into what ought to be. If that period which reached its height when the Government took over the railroads in the Great War be called the "Era of Consolidation," then the years since can rightly be denominated as the "Period of Conservation."

The conditions which have affected all railroads have not been escaped by the New Haven. It has more than held its own; plans originating before the war, have, for the most part, been carried out since. But its slogan has been "Efficiency" rather than expansion. In Boston its policy has been to secure better means and methods of freight handling. Its chief classification yards in South Boston are inadequate, but strenuous efforts are being made to remedy this condition as funds become available. The greatest improvement in freight handling has been the recent completion of the classification yards of the New Haven at Southampton Street. The connections between the New Haven and the other lines entering Boston, and with the piers, are not of the best, but are, as yet, adequate. The constant switching takes more time than efficiency demands, but the interchange of freight by this method is not as inefficient nor as costly as is sometimes supposed. But better means of communication with the railroad terminals is one of the pressing needs of today. The motor truck is here to stay, and if a truck can convey from miles back in the State its load of freight quicker than the same truck can carry it from the freight terminal to neighboring business houses and factories, the railroad is placed at a disadvantage whose effects will be ruinous. Both the railroads and the city are endeavoring to find a way to provide the prompt delivery of freight to the city and metropolitan district.

Street Railways—The history of the street railway parallels in many of its features the story of the railroads. This history begins in 1852, as far as Boston is concerned, when the Legislature granted a charter to the Dorchester and Roxbury Company. Then followed charters to the Metropolitan Railroad Company, the Cambridge Street Railroad Company, the Middlesex Railroad Company, the Highland Street Railroad Company, and many others. The steam railroads had brought the neighboring and far-distant regions in connection with the city; the street, or horse-drawn railroad, as the horse was the only motive power considered at first, was needed to join distant parts of the city and suburbs together, and do it in a way that gave the greatest intercommunication by the fastest means and the least discomfort. The influence of the steam railroad can be seen in this, even though it had started only two decades prior to the Boston and Roxbury line, for the railroad completely changed the notions of travel. The luxury of moving rapidly to places that hitherto had been too far away to permit of more than an

occasional visit, created for an equally luxurious method of paying a business or social call in various parts of the city or nearby towns.

Like the railroads, the horse car lines were built in small sections with little thought of combination or connections with each other. The same competitive conditions held; the idea that it was good business to join hands with some other road for the benefit of all never seems to have entered the head of the fathers of rapid transit. The Boston to Roxbury line extended from Boylston Street to Guild Row, the center of the Roxbury of that day. This was opened for use in 1856, and was then under the control of the Metropolitan Horse Railroad. The tracks were soon laid to Tremont and Bromfield streets at one end, and extended to Jamaica Plain on the other.

The First Horse Railroad into Boston—The honor goes to Cambridge for building the first horse railroad into Boston, and, for that matter, the first of its kind to be built and operated in New England. In 1853, Gardiner C. Hubbard, Charles C. Little and Isaac Livermore secured a State charter for the Cambridge Company and straightway began to build. By March first, tracks had been laid as far as Chambers Street in Boston, and ten days later horse-drawn cars began regular trips to this terminus. It was a very successful experiment, but many of the passengers refused to risk their lives when the cars came to the hills. It was thought impossible to make the grades required to get into lower Boston, and the rails had been stopped short of the destination preferred. This Cambridge company, reaching then from Bowdoin Square to Watertown, was purchased by the Union Railroad Company. It did not take the horse lines as long to reach the consolidation period as it did the steam railroads.

Lines Multiplied—During 1857, December, the Dorchester line was opened; this extended from the Broad Street corner of State Street to South Boston and Dorchester. In 1858, the Charlestown line from Haymarket Square to Charlestown and Somerville was constructed; a branch to Chelsea by the Middlesex Company; and a direct South Boston road, by the Broadway Company. In 1859 the line to Brookline was pushed through by the Metropolitan Company. From then on branches and spur roads spread out in every direction. The streets of lower Boston were cluttered with car tracks. By the early sixties, Scollay Square had become a street car center with the Haymarket and Bowdoin squares as close competitors. One's life was hardly safe if he failed to keep his wits about him when he moved through these sections full of railroad companies, carriages and pedestrians. It may have lacked the speedy dangers of today, but there were no traffic policemen to direct

things, nor was the control over vehicles quite that over the motor car of today in effectiveness.

Introduction of the "Trolley Car"—Consolidations were in order after the close of the Civil War, so that, by 1885, there were but five operating companies in Boston, the Metropolitan, South Boston, Boston Consolidated, Cambridge, and Lynn & Boston. Authorized by the Legislature in 1887, all these companies, with the exception of the Lynn & Boston, joined forces as the West End Company. This latter company immediately desired a more convenient and efficient power than horses, together with some speed. Attention was turned first towards the cable system, this having been used abroad and in New York. Cables were being installed when recent developments in the use of electricity as a motive power impressed the directors as worth investigation, if no more. Accordingly, a small group of Boston capitalists journeyed down to Richmond, Virginia, where a small electric railroad system had been built, the working of which had created quite a stir in transportation circles. There they saw Frank T. Sprague's little trolley cars come buzzing out of their sheds and go off nonchalantly down the street. Richmond is a hilly place, but the cars made the steep grades, threaded their way in and out of the heavy street traffic, all with a speed and controllability far exceeding that of the horse-drawn car. These men returned to Boston convinced that a new method of running surface cars had been perfected, and took the steps that made Boston the first large city in the United States to use the "Electric Trolley System."

The first electric line in the city was opened January 1, 1889; this was between Brookline and Boston, being equipped in part with an overhead trolley, and in part by an underground conduit system. The latter system proved unsatisfactory after a trial of several months and the trolley system was substituted throughout. On February 16, 1899, the first complete electric line between Boston and Cambridge was placed in operation, proving satisfactory from the start. The equipment of these original lines was both crude and costly, and more than a million dollars was spent before the electric railroad passed beyond the experimental stage and stepped out as an economical as well as practical method of supplying rapid transit. The electrification of the Boston street railways was begun on September 30, 1888, and was not completed until September 30, 1896. It must be remembered that electric traction was still in a stage of development even as late as early in this century. The method of running more than single cars was not demonstrated until 1893 at the Chicago Exposition; and even then the method was not made thoroughly practical until the invention of the multiple unit system in 1898, by which each car in a train could be made a motor

car. This perfecting made possible the use of subways, a thing desirable but considered impossible. The tunnel was being used in England at this time for the steam tramways, somewhat as tunnels were being utilized in this country. But they were not only unsatisfactory because of the dirt, but dangerous to health on account of the smoke and gasses left by the locomotives from which it was very, very hard to rid the underground ways.

The "Elevated" and the Subway—The city of Boston, in the face of continued opposition, completed a subway under Tremont Street and opened it to the public September 3, 1898. The date is well worth remembering, for the Tremont subway was not only the first to be constructed in America, but with the exception of one in Budapest, was the first shallow subway (as distinguished from the deep tunnel) to be built anywhere in the world. There was nothing surprising in the criticism of the authorities for starting to bury millions of dollars in an untried scheme. It was predicted that the people would refuse to risk their lives underground; that the cold and dampness of the subway would breed colds and pneumonia, if nothing worse; that it never could be completed; and even if it were, no adequate return would ever be made for the extraordinary expenditures of the city. One reason for the opposition to the use of an underground railroad was the strong sentiment then extant favoring elevated roads. The Rapid Transit Commission of the city, appointed under legislative authority in June, 1891, had, after repeated hearings, recommended the improvement of the rapid transit conditions by the construction of elevated railroads, suggesting two complete lines from City Point, Boston to Sullivan Square, Charlestown, and from Dudley Street to East Cambridge, as well as other lesser roads. This was in 1892, but fortunately the recommendations failed to please the Legislatures for several years. The delay was enough to give the commission time enough to consider the prospective developments in electric traction, and to advise the construction of a subway from the Public Garden, and from the Pleasant Street entrance to the North Station. This recommendation was made by the Subway Commission January 1, 1894.

The report of the commission met with violent opposition from many of the citizens. Organized efforts were made to have the recommendation rejected by the Legislature. The following from a Boston newspaper of April 30, 1894, reflects the feeling of the times:

Anti-Subway Opposition to the Mayor's Underground Route.

"From the league organized for that purpose. Petition to the Legislature signed by thousands. A system of elevated roads is recommended.

"The executive committee of the Merchants' Anti-Subway League held a meeting Saturday. The business transacted was not given out for publication, but it is understood that the following petition, which has been in circulation during the past week or ten days, has been signed by some 12,000 merchants and citizens of Boston":

To the Members of the General Court of Massachusetts:

We, the undersigned, citizens and taxpayers of Boston, many of us merchants and property owners in the so-called "congested district," hereby respectfully petition and represent that we are unalterably opposed to the construction of any subway in any portion of the city of Boston, whether for the alleged purpose of accommodating surface or elevated roads, or both, being convinced that such construction would seriously interfere with travel and traffic, proving ruinous to hundreds of merchants and in the end failing to relieve congestion or promote rapid transit.

And we declare ourselves in favor of some general system of elevated roads which shall accommodate the public, whether resident in the city proper, or in Roxbury, Dorchester, Charlestown, East Boston, South Boston, Somerville, Brookline, Brighton, or other suburbs of Boston; said road to be constructed and operated by private capital instead of being a burden and a source of increased taxation, as would inevitably result under any of the proposed subway bills presented for your consideration.

And we shall ever pray...

This petition will be presented to the Legislature today. Following are the names of a few of the petitioners, from which it would appear that the sentiment of a large proportion of Boston's solid business men is against the subway and in favor of a general system of elevated roads. (Here follow the names of 235 firms and individuals.)

The Building of the Subways—In spite of opposition, the city proceeded to secure permission to construct the subway, and, after several necessary delays, started to build it. Elevated roads were also erected, but it is safe to say that there is today a complete reversal of opinion as regards the relative values of the subway and elevated lines. The present tendency in all large cities is in the direction of putting underground all the public utilities possible, particularly that of transit.

The empowering act of 1894 established the Boston Transit Commission to serve for five years, these terms being extended for a like period every five years until the founding of the present Transit Department in 1918. Under the Transit Department and its predecessor, the following tunnels and subways have been constructed:

Tunnel or Subway	Date of Beginning	Opened for Use	Length: Approximate Feet	Miles	Cost
Tremont Street	Mar. 28, 1895	Sept. 3, 1898	8,967	1.70	$4,369,000
East Boston	May 5, 1900	Dec. 30, 1904	7,480	1.42	3,355,000
Washington Street	Oct. 6, 1904	Nov. 30, 1908	6,110	1.15	7,997,000
Cambridge Connection	Sept. 29, 1909	Mar. 23, 1912	2,486	.47	1,521,000
Boylston Street	Mar. 12, 1912	Oct. 3, 1914	7,937	1.50	5,408,000
East Boston Tunnel Extension	Nov. 29, 1912	Mar. 18, 1916	2,169	.41	2,293,000
Dorchester	May 30, 1912	June 29, 1918	11,911	2.26	10,870,000
Arlington Station (additional station of Boylston St. Subway)	Aug. 15, 1919	Nov. 13, 1921	.....	....	1,225,000

In addition to the foregoing, the Charlestown Bridge was built at an approximate cost of $1,570,000, the date of the beginning of construction being August 15, 1896, and the date of the opening to the public, November 27, 1899. There are also the continued alterations and changes of the East Boston Tunnel, begun late in 1921 and completed and opened to the public April 21, 1924, at an additional cost of $3,900,000. An addition of about 1,300 feet, including the open incline, was made to the Dorchester Tunnel at a cost of $1,000,000. The work on this section was started on December 3, 1924, and completed a year later. This extension of the Dorchester Tunnel is only a part of the program of the department for the improving of the rapid transit system of Dorchester. The estimated cost of the entire construction and the equipment to be provided by the city is $9,000,000; the rolling stock to be provided by the Boston Elevated Railway Company will cost about $1,000,000. Including other minor improvements, by 1927, about $50,000,000 had been invested by the city in rapid transit. These improvements are leased by the Boston Elevated Railway Company at an average of 4¼ per cent annual rental.

City Financing of the Rapid Transit Systems—The city had no desire to go into the financing of the rapid transit systems, but was forced into it by conditions that could be met only by such means. Mention has been made of the consolidation of four of the five street railway companies entering Boston in 1877, by which the West End Street Railway was formed. Electricity was introduced as a motor power the next year, and, by 1894, subways were planned and work started on the Tremont Subway the next year. The West End Company refused to father the subway, having other and less expensive ideas of the way to transport the citizens of the city, the elevation of tracks being one. The upshot of this division of opinion led to the legislative act of 1894 by which were created the Boston Transit Commission and the Boston Elevated Railway Company. Neither of these two parts had any necessary relation to the other, the building of the subway not being contingent nor dependent upon the construction of a subway. The Boston Elevated was unable to finance the building of elevated tracks under the conditions imposed by the Legislature, so that in 1897 the present "elevated" was incorporated with authority to lease the West End Street Railway, and to build under the direction of the Railroad Commission of the Commonwealth. Friction between the "elevated" and the commission reached a limit in 1918, and the railway was taken over by the State and is operated by a board of public trustees, appointed by the Governor, who are empowered to run the system on the basis of service-at-cost.

State Control of Boston Railways—The Boston Elevated is the largest railway system in the country operated under government control. The Board of Trustees appoints and removes all officers and officials, determines the service and facilities to be furnished, and fixes the rate of fare to be charged. Neither the stockholders nor directors have any control over the road, or its management. The Legislature sees to it that the fare charged covers the cost of service. If the revenue fails to meet the cost, then the deficit, after the reserve fund has been exhausted, is assessed upon the towns served. If the revenue exceeds the cost of service, then the excess, after the reserve fund is restored to its stated amount, is distributed among the communities along the lines.

The Boston Elevated Railway—The Boston Elevated Railway is somewhat mis-named, since it is a combination of surface, subway and elevated railways, of which the latter is in the minority. Just as the Bostonian travels "down East" lives "in Back Bay," so he goes underground to ride on the "elevated." The road extends into eleven surrounding cities and towns which have an aggregate population of perhaps one and a quarter million. According to figures published in 1924, the investment for owned and leased lines is well above one hundred million dollars, to which must be added the fifty million dollars of subways owned by the city of Boston and leased to the company. This is said to be a larger investment in rapid transit per number of passengers carried than any other railway system in the United States. The trackage, in 1924, totaled five hundred and thirty-three miles, forty-five of which were used for third rail trains. In this same year, the railway owned and operated 1,680 surface cars, four hundred and sixty-one rapid transit cars, and thirty-five motor buses, making a total of 2,176 passenger cars. An average of more than a million cash passengers were carried every day, "twice the number carried by all the steam systems in New England combined." The number employed approximated 10,000; the annual payroll totaling about $16,000,000.

The history of the Boston Elevated Railway as it touches the metropolis is related in the Boston Year Book as follows:

> "Chapter 548 of the Acts of 1894 provided for the incorporation of the Boston Elevated Railway Company, which was to operate a single post system of elevated railways known as the Meigs system, the method of construction used in New York, known as the Manhattan system, being specifically prohibited.
>
> "It was found impossible to raise capital for the construction of this type of railway, and in 1897, by chapter 500 of the Acts of the Legislature of that year, the Act of 1894 was amended, permitting the construction of an elevated railway according to such plans or

system as might be approved by the Board of Railroad Commissioners."

Under this Act of 1897 the present Boston Elevated Railway Company was organized. The new company was authorized to lease, and did lease, the West End Street Railway upon terms approved by the Railroad Commissioners.

At that time no elevated structures had been built in Boston and the Tremont Street Subway was the only underground structure in existence. This subway had been leased by the city to the West End Street Railway Company, which then owned and operated practically all the surface lines in Boston and vicinity. Following the execution of the lease of the West End Company, the Boston Elevated Railway Company undertook to build certain elevated rapid transit lines and to operate the unified system of surface, and elevated and subway lines, with free transfers and a uniform fare of five cents for a single journey of any length in the same general direction.

Since that time, and in addition to the existing Tremont Street Subway, the following rapid transit facilities have been completed and put in operation:

By the City:

East Boston Tunnel.
Washington Street Tunnel.
Cambridge Connection.
Boylston Street Subway.
East Boston Tunnel Extension.
Dorchester Tunnel.
Arlington Station.

By the Boston Elevated Railway Company:

Elevated line from Dudley Street to Sullivan Square, opened July 10, 1901, length 4.95 miles.
Atlantic Avenue loop, opened August 2, 1901, length 2.3 miles.
Forest Hills extension, opened November 22, 1909, length 2.4 miles.
Everett extension, opened March 15, 1919, length 1.21 miles.
East Cambridge viaduct, opened June 1, 1912, length 1.18 miles.
Cambridge Main Street Subway, opened March 23, 1912, length 2.7 miles.

There are 45.288 miles of subway and elevated tracks, and 488.238 miles of surface tracks.

From June 10, 1901, until November 30, 1908, the elevated main lines were operated *via* the Tremont Street Subway, and beginning November 30, 1908, *via* the Washington Street Tunnel.

The Tremont Street Subway, Boylston Street Subway, East Boston Tunnel and Extension, and the East Cambridge Viaduct operate with surface cars.

The elevated lines, Washington Street Tunnel, Dorchester Tunnel, and the Cambridge Subway operate with elevated trains.

The total investment in the elevated system on December 31, 1923, was $147,266,705, of which $101,523,005 was furnished by the Boston Elevated, $7,760,000 by the Commonwealth, and $37,983,700 by the city of Boston, as against $25,291,193 on September 30, 1897. During the same period the population of the territory served has increased from approximately 830,000 to 1,200,000, while the number of revenue passengers has increased from approximately 172,000,000 to 382,149,697.

When the elevated charter was reconstructed in 1897, the company, before investing millions of dollars in the elevated lines, insisted upon a special guarantee, which took the form of a contract with the Commonwealth extending to 1922, under which the company was assured of the right to charge a five-cent fare so long as it did not earn more than 8 per cent. upon its stock, but was prohibited from charging any higher rate, while the public was guaranteed free transfers between elevated and surface lines. If dividends in excess of 6 per cent. were paid, however, an amount equal to such excess of dividends had to be paid to the public. This contract, which was regarded as a valuable asset when made, and for many years thereafter, and was zealously guarded in all subsequent legislation, was now a liability instead of an asset, and the company was forced to appeal to the Legislature in 1916 for relief.

The Legislature of 1916 passed a resolve providing for a special commission to consider the financial condition of the company, and in 1917 that commission, after careful consideration and study, reported that the evidence presented to it justified the conclusion that the company had endeavored in a spirit of coöperation to meet the demands of the public for rapid transit facilities, although the cost had been far greater than anyone would have ventured to predict at the time when the company was organized; that for a smaller fare than was formerly paid, considering the distance traveled and the value of money, the facilities now furnished were immeasurably superior to those formerly enjoyed; and that the company had, particularly within the past few years, been subjected to heavy additional burdens, and that there was no water in the capitalization which represented the fair cost of the system. This study was followed by another investigation by a recess commission in 1917. This commission was convinced that the adoption of a plan whereby the public would be assured of satisfactory service at the lowest possible cost, the railway company assured a satisfactory return

on capital honestly and prudently invested, and ample provision made for depreciation, rehabilitation and extensions and improvements of line, would place the company once more on a sound financial basis, so that capital needed for future improvements and extensions might be readily secured.

The Legislature of 1918 enacted chapter 159, under authority of which the management and operation of the Boston Elevated, and the properties owned, leased or operated by it, were placed in charge of a board of five trustees to be appointed by the Governor, for a period of ten years. The act provided that the trustees should have the right to regulate and fix fares, and should determine the character and extent of the service to be furnished, and in these respects their authority should be exclusive and should not be subject to the approval, control or direction of any other State board or commission. In addition, they were directed to fix and put in operation rates of fares which in their judgment would produce sufficient income to meet the cost of service.

It was further provided that $1,000,000 should be set aside as a reserve fund to make up any deficiency whenever the income of the company was insufficient to meet the cost of the service, and in the event that the amount remaining in the reserve fund should be insufficient to meet such deficiency, the Commonwealth should pay over to the trustees the amount of such deficiency, such amount in turn to be assessed by the Commonwealth upon the cities and towns served by the company by an addition to the State tax in proportion to the number of persons in said cities and towns using the service of the company at the time of said payment.

During July, 1918, the first month of public management and under a five-cent fare, there was a deficit of $700,000. In August, 1918, the rate was raised to a seven-cent fare. This rate remained in force until December, 1918, and during this period there was a further deficit of approximately $2,400,000. In December, 1918, an eight-cent fare was established and continued for practically seven months, and during this period a deficit of $2,057,390 occurred, making an actual total deficit of $4,980,151.67 for the year. This deficit was taken care of to the extent of the reserve fund, $1,000,000, and by the State tax levy upon the cities and towns for the balance.

Since July 10, 1919, the basic fare has been ten cents. A number of five-cent lines, without transfer privilege, have been established and at the present time 25.75 per cent. of the car riders are being carried at that rate. For the year ending December 31, 1923, the average amount received per passenger was 8.923 cents.

Restoring Deficit—The company is now not only on a self-supporting basis, but has reduced the deficit of $4,980,151.67 shown for the year ending June 30, 1919, by $2,631,754.27. Of this amount, $1,000,000 was made available for the purpose of restoring the reserve fund as provided by law and the balance, $1,631,754.27, was repaid to the cities and towns served to reimburse them in part for the amount levied upon them to meet the 1919 deficit. This leaves $2,348,397.40 due these cities and towns. This balance must be repaid before any excess of receipts over costs can be applied to a reduction of the basic fare.

Sale of Cambridge Subway—Under chapter 369 of the Acts of 1919, the Commonwealth purchased from the company at a cost of $7,868,000, the Cambridge Subway, and in turn leased it to the company on an annual rental basis.

Reports show that in the operation of the system over 2,000 cars are employed, of which about 1,800 are actually in use during the week-day rush hour. The balance are temporarily out of service while undergoing repairs or overhauling. There are over 19,000 trips a day operated. In furnishing this transportation some 10,000 are employed. The charter of the company required transportation in the same general direction to be given for one fare and free transfer from elevated to the surface lines and *vice versa*. Consequently, it is possible to ride long distances for a single fare, as from Milton *via* Forest Hills to Spot Pond, 19.11 miles; and the Charles River Bridge to Arlington Heights, 18.46 miles.

Transit Systems Nearing Their Limits—Boston, as compared with other cities, is well provided with electric transportation facilities, despite the complaint of too few cars, too long an interval between cars and trains, and too high a fare. Extensions are constantly being planned and constructed. The Boston Elevated is the principal factor in this, although there are also the Eastern Massachusetts Street Railway, the Boston and Worcester Street Railway and the Middlesex and Boston Street Railway serving the Metropolitan District and beyond. No more surface lines can be placed in the narrow and congested down-town part of the city; possibly this is true of the greater area of Boston proper, when one considers the enormous increase of motor transportation now using the streets. The present elevated tracks are decreasing; it seems likely that no more will be built. There remains but the subsurface, the existing steam railroad right of ways, and some causeway system constructed entirely on private property as methods of expansion, if the motor bus which is being tried out by the elevated, be excluded. All of these will require capital to build and it has yet to be

determined whether this capital will be provided. The status of the elevated will come up for determination, since the Commonwealth may terminate its agreement for the operation by trustees in 1928, thereby returning the road to the stockholders.

Motor Traffic Problems—As pointed out, the Boston Elevated has done, and is doing, notably well in solving the transit problems of the Bostonian; it has created one of the largest, comparatively, transportation systems in the nation. But in the city, it has reached close to its limits; the emphasis being on other methods of getting from one place to another. There seems little question that the electric country railroad has been rapidly disappearing, at least in the outlying territory of Eastern Massachusetts. Transportation has rounded a circle. At first the highways, such as they were, with "shank's mare" and the horse-drawn vehicle provided the early means of getting about. The last two decades have turned traffic back again to the highway, with the gas-driven car supplying the mode of travel. There were probably 200,000 motor cars and trucks owned in the metropolitan district in 1927; there were only a few more than half this number licensed in the whole State, in 1915. Massachusetts was the eighth ranking State in the number of automobiles registered in 1925. Boston, the gateway of New England, is the natural center towards which converges the motor traffic of that section, aggravating the normal congestion of the narrow streets. The ways must be kept open for the thousand of suburbanites who come daily to the city, for the motor buses that connect with the outside, for the truck which has become both an aid and a competitor of the railroads in the handling of products, and for the visitors who by the tens of thousands roam over New England, to whom Boston is usually a principal point in their itineraries. The motor car has become the dominating factor in the present problems of transportation in Boston. The solutions of this great difficulty still remain in a state of flux, and the answer has yet to be found. Streets are being widened, cut offs and trunk highways constructed, laws and regulations made and enforced. The endeavor is to coördinate the streams of traffic, rail, electric and motor, flowing through the State and city, but success was very far from attainment in 1927.

Commercial Aviation and Boston—No chapter dealing with the subject of transportation would be complete in this day without some mention of aircraft. The progress of commercial aviation in the United States has been relatively little as compared with other nations. To prophesy is not the intent of this chapter. But this may be said, that when commercial aviation becomes a part of the transportation systems

of America, Boston will be situated so as to have a share in it, such as most other cities cannot have. The city has been foresighted enough to provide an airport almost in the heart of the metropolis, probably the best located in the nation. So far this port has been used but little, its present use being that of a training station and the station on the New England air-route.

As in many other lines of endeavor, Boston had been in the forefront in the development of aeronautics and aviation. The Aero Club of New England, the oldest of such societies in the United States, was founded on January 9, 1902, and began to encourage ballooning as a sport. The balloon "Boston," of 35,600 feet capacity, was soon purchased, and from the time of its organization until 1915, the club constantly maintained a balloon of the "Boston" capacity, and also had in service the "Massachusetts," a balloon of 65,000 cubic feet capacity. The interest in the sport created by this club, not only spread to other sections, but established the city as the central point, and the leader in ballooning. The first airship exposition held in America was under the inspiration and management of the Aero Club, and in 1911 one of its members suggested a plan for the organization of a line of dirigibles for commercial service between Boston and New York. That public opinion was not ready to recognize the value of such a proposition, in no way invalidates the originality or progressiveness of it. The Aero Club of Massachusetts is quite a different organization, being founded directly after the World War by former war pilots. This club has a small club house at the Boston Airport for the benefit of its members and visiting airmen. In 1922, at the request of the committee of the National Aeronautic Association, the Boston Municipal Air Board was organized, which has done much in the furthering of aviation in the municipality, and the improvement of the airport. The membership of this committee in 1926 was as follows: Chairman, Porter H. Adams; secretary, Gardiner H. Fiske; Professor E. P. Warner, James T. Williams, Major Arthur L. Richmond, Thomas E. P. Rice, Charles E. Jeffrey, Jr., Roland M. Baker, General John N. Dunn, General Charles H. Cole, Warren Noble, Lieutenant-Commander Noel C. Davis, U. S. N., Captain C. W. Ford, A. S., and Commander Leo M. Barlow of the American Legion.

Boston Municipal Air Board—At the time of the organization of the Aeronautic Association, Boston not only took an important part in the proceedings, but several, then and since, have acted in official capacity, notably Porter Adams, present chairman of the Boston Municipal Air Board, and Godfrey L. Cabot, who was elected president in 1924. Mr. Cabot spent a year in Washington doing more than any other one mem-

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ber of the association for the benefit of American aviation. Professor E. P. Warner is governor of the State organization. The American Legion of Massachusetts was probably the first in the United States to appoint an Aviation Committee. One of this committee's accomplishments was a comprehensive report recommending the establishment of landing fields, the support of the Air Mail and its extension to Boston, and the support and increase of the Army and Navy Air Services. Lieutenant-Commander Richard E. Byrd was instrumental in forming, at Boston, the Naval Aviation Association of the United States, which was responsible for the establishment of the Naval Reserve Station at Squantum, as well as in other Naval districts. Fortunately the various aeronautical organizations of Boston have been closely united in spirit and activities, each doing its work and contributing to the mass effect of the labors of all.

Enough has been said of the organizations through whose influence and works the progress of aviation in the metropolis are dependent. The citizens of the city have since the early days of ballooning to now shown that Boston has been, and is, ready for any forward movement in transportation by the air route. Sometimes it is forgotten that the Massachusetts Institute of Technology has the best course in aeronautical engineering to be found in the world. The course was established before the World War, and yearly, many officers of the Army and Navy are detailed to take the studies and practice. It proved from the beginning its value, its important place in the flying preparations of the war are well known. The need will always exist for a practice field within easy reach of the school.

Boston Airport—The principal thing upon which Boston bases its hope for a place in commercial and other aviation is, of course, its airport. There was a local aviation field as early as 1910, and six months after its establishment, there was held at Squantum the largest aviation meet ever held in this country. This field was taken for the Victory plant in 1918, and little was done to create another until after the war. The public interest in aviation, the presence of many flying officers in Technology and Boston, showed the advisability of having a practice field near the metropolis. One was constructed at Framingham, but was too far away and too small. A movement gathered headway which led to the selection of Jeffries Point, East Boston, as the the best place for an aviation port. The land chosen was rented by the Commonwealth to the United States Army at one dollar a year, but with reservations among which was one that commercial and civilian flyers should under proper rulings have full use of the field. There was also a provision for the rental of more acreage to the Navy, the Air Mail, or

private commercial enterprises. The act became a law May 12, 1922; the contract for the building of the field, August 15, 1922. Landings began to be made early in June of the next year, but the airport was not officially opened until September 8, 1923, when nearly a half hundred planes took part in a celebration of the event. Nearly ten thousand miles of flying was done during one of the days without a single accident.

This celebration was only one of several notable events at the airport during the few years it has been in use. On September 6, 1924, the six officers of the Army Air Service, who had flown around the world, made their first official landing upon their return to the States at the Boston Airport. The night before their arrival, Major-General Mason M. Patrick, chief of the air service, in a talk over the radio, paid this tribute to the airport: "It is particularly fitting that their first landing in the United States should be at the Boston Airport, and this landing may live in history among others that have been made along this New England coast. The Boston Airport is the only air service station in all New England. Fortunately, it is located in the heart of its largest city. The ideal situation has been brought about by the far-sighted interest and public spirit of the people of Boston and of the State of Massachusetts. It is particularly significant of the development of aviation that the Boston Airport should be used for such an important purpose, so soon after its inception and completion. It is hoped that the people of the city and New England will see in this an augury of the future."

Into the details of the reception of the "'round the world flyers," we will not go. It was one of the most brilliant of Boston affairs; it is estimated that one million people witnessed their arrival and joined their voices in the great cheer that welcomed the landing. The third great event in the history of the airport was when three Naval planes arrived under the command of Lieutenant-Commander Byrd and were taken aboard the steamer "Peary" of the MacMillan expedition to the Arctic. The fourth, and perhaps the most important event, was the establishment of the Air Mail as a regular feature during the summer of 1926.

It is recognized that the direct benefits to Boston coming from its airport must be by way of the handling of commodities first, and from this passing on to the transport of passengers. The Post Office Department of our national government hold the lead as regards progressiveness in aviation, and during 1926 made contracts covering the carrying of mail by air. Boston, through its officials, has been coöperating with the United States authorities in this phase of aviation. It is still too soon to determine the success of this trial, but if a set-back comes. it

can be but temporary. The advantages of an overnight delivery of mail as far west as Chicago, are too great to be readily given up once it has been used and appreciated.

From the carrying of mail to the conveyance of passengers is not too great a step. It takes less than a third of the length of time needed for most train trips to reach the same destination by plane. The shortest distance between two points is a straight line, and it is the straight line route that the airplane takes. There is, as we write, but one commercial company at the airport for air transportation of persons, but others have been formed. During the summer of 1926, several privately-owned planes made the airport their headquarters as a point of departure for points north. Two aviation schools have recently been established at the port.

The limited use made of the Port by the Army and Navy aircraft has been a disappointment; but so has the ultra-conservatism of the air departments of the country been disappointing to many of its citizens. Boston has a strategic position, second to none, along the Atlantic Coast, as a base for aerial operations. The airport is within the ring of forts protecting the harbor. The main channel of the Navy Yard passes directly by it. Across the harbor is the Army Base, with the largest equipment storehouse in the world, along side of which is the Navy Dock, the only dock capable of taking care of such gigantic ships as the "Leviathan," which makes its double visit yearly. One hour away is the Rockland, Maine, trial grounds for the new Navy vessels; three-quarters of an hour distance in the other direction are Provincetown and Portsmouth, the former a summer submarine base, the latter the site of the Navy Yard which turns out many of the new submarines. A bit farther, is the Naval College at Newport, giving much attention to air-tactics and strategy; and right at Cambridge is the Institute of Technology where many many Naval graduates take courses in aeronautics. Whatever the future of aviation in war for America, the protection of her sea-coasts will demand the first attention of our air-fleet, and water types of airships must be used. All of this, and more, is recognized by Naval authorities, and the importance of the Boston Airport is appreciated by them. If the rumors extant in 1927 mean anything, they point to the beginning of what will be the greatest use, so far, made of the Boston Airport by the National Government. The successive and successful flights across the Atlantic during the summer of 1927 by Lindbergh, Chamberlain and Byrd, aroused the interest of Boston in its airport to a pitch which seemed destined to lead to the immediate perfection of one of the finest natural locations for an aviation center.

CHAPTER XX.

TOURIST AND VACATION CENTER.

The Bostonian and the Stranger—There are but four cities in the United States which entertain more visitors than Boston. Yet Boston is not the "world's biggest city"; it is not on the cross-roads of the mid-west travel; neither does it sell summer weather in winter; nor is it the professional glad-hand capital of our country. New York is the gateway to America; travelers must pass and repass through Chicago; Los Angeles is dependent upon its tourist crop; and Washington is by right the premier welcome city of the United States. That Boston makes up the fifth member of this quintette, and ranks on a parity with the others as a visitors' haven, is seldom realized or appreciated. There is a constant stream of transients pouring into the city. It has come to be understood that Boston is the "hub" of the vast tourist travel which spreads out into the summer playground of the eastern states, New England and Canada. But that it is also a visitor's rendezvous in the winter and is a year-round resort, have somewhat been overlooked. The average Bostonian realizes what a hold the city has on him: he never is long away from it before he hungers for his native place. He is keenly alive to the attractions of other localities and wisely analyzes their lure, but is apt to disparage any eulogistic appreciation of the attractions of Boston. He knows more than the average man about the development of other places, and talks freely and well concerning the facts he has garnered. About Boston, he is curiously silent, taking things for granted, inclined to emphasize the minor inadequacies of the city; where men boast of their home cities, the Bostonian is a good listener. He knows, no doubt, that there is no place equal to Boston, but sees no reason for making that fact clear to others. In like manner, the Bostonian is thoroughly hospitable, but is no "glad-hander." It is only within very recent years that Boston has made adequate provision for the public reception of visiting notables or the conventions of trade, educational and other organizations.

The aversion to anything that sounds like self-advertising is something reprehensible, or at least lacking in good taste, is coming to be a thing of the past. The setting forth of the good points of one's community has become a necessity; there is no excuse for hiding good things except the selfish desire to hold them for one's self. Publicity is one of the ways of letting the world know that there are things of which one is not merely not ashamed, but of which one is proud. It is a method of sharing with all what might be of benefit to the few. If it be

immodest to glorify one's city or State, it is better to be immodest than apologetic and silent when others cry aloud their pæans in praise of their home place. Bostonians have been reluctant to swing into the modern publicity movement, but once they give assent, because of their racial and educative influence, they seem destined to reach a high degree of efficiency in the very thing they deplore. Until the people of Boston begin to be a bit enthusiastic about their city, one desiring to know the best about it must look to the professional organizations whose business it is to advertise the advantages and progress of the city, and by so doing accelerate that progress and multiply the advantages.

A Good Word for the City—Once upon a time, and a very modern time, a gentleman from the metropolis of New England was inspired to make a few remarks about Massachusetts and Boston. When asked to write them down, he said he would do better and make his own paraphrase of an article which would express his thoughts better than what he had just said. What he wrote, condensed slightly, was this: "Boston has the most interesting history among the cities of this country. It has done the most interesting things, has the most interesting institutions and the most interesting people. It is the center of the most interesting industries, has the most interesting politics, the most interesting city government. No city has such a hold on the imagination of the people of the United States; none is more deeply rooted in their affections. She, as the chief city of Massachusetts, has been the mother of the Nation, the torch-bearer of civilization, the prophet of the new order, and the apostle of progress. Think of her wealth-making industries! Think of what she has done for religion, ethics, sociology, civics, history, letters, art, science, learning, education; think of what she has done for industry, trade, commerce, manufacturing, farming, and all the useful and learned arts and crafts. And think of what she is now doing in, and for, all these lines of human endeavor and betterment! Massachusetts has focused all her distinctive life in Boston, making the city unique among the cities of the world. There never was a city in history that was so truly expressive of the people of New England. And it is expressive of a strong and consequential strain of people all over the United States. Especially is there a broad and deep flood of folk spreading over the entire northern half of the land who acknowledge the influence of Boston and Massachusetts, because their forefathers were of that Puritan flood which crept over the land from Plymouth to San Francisco, leaving settlers all along the route. There is no racial tie in America so strong as that which binds to the Pilgrims, and all Pilgrims went out from Massachusetts." Much more was written, and even more said, but enough has been given to indicate that there are some

who become fairly articulate when their native place is the subject of conversation.

What Others Think of Boston—There are many other tributes which have been paid to Boston by her sons and daughters which might be quoted; her history extends over so many years, and her children have been many. No repetition of paragraphs can do more than make clear the appeal the metropolis has made to the writer of them, and there is always a feeling of their inadequacy. The best is not good enough; the widest view is still incomplete. Emerson's words still resound pleasantly in the mind when we read again his few sentences which begin: "This town of Boston has a history. It is not an accident, not a windmill, or a railroad station, or a cross-roads tavern, or an army barracks grown up by time or luck to a place of wealth: but a seat of humanity, of men of principles, obeying a sentiment and marching loyally whither that should lead them; so that its annals are great historical lines, inextricably national; part of the history of political liberty. I do not speak with fondness, but with the language of coldest history, when I say that Boston commands attention as the town appointed in the destiny of nations to lead the civilization of North America."

If one cares to read the opinion of a world-wide traveler and writer, one who makes it his business to know intimately all large cities and to write what he knows, there is Robert Shackleton who, in his "Book of Boston," says in the first paragraph of the work, "I shall write of the Boston to which thousands of Americans annually pilgrimage. And if in the writing of Boston of today, there is mention of the past, it will be because in certain aspects, in certain phases, the past and the present are inextricably blended. Boston is dear to the hearts of Americans. It is a city of interest; a city with much charm, with much of beauty, with much of dignity. A city of idols as well as of ideals, and with some of the idols clay. For it is a very human city, with pleasantly piquant peculiarities. On the whole, in its developments, a comfortable city. A city of traditions that are fine; a city of beliefs and at the same time of prejudices. A city rich in associations, rich in its memories of great men and deeds, rich in the possession of places connected with those men and deeds. No other city so richly and delightfully summons up the remembrance of things past."

The Appeal of the Historic—The Shackleton phrase, "Boston to which thousands of Americans annually pilgrimage" touches upon the tide of visitors which flows continuously into the city and hints at the reason for the visitation. The people of the United States are moving about as they never have in any other decade, either because the auto-

mobile has made all parts of the country accessible, or from restless desire to see and to know, or from a dozen other motives. There are many sections of America which are listed in the tourist mind as places they must see sometime. Among these places, cities are seldom classed among the desirables with the exception of our national capital and Boston, and the impulse behind the desire to visit these two places is apt to be the same, the impulse which sends one off on a pilgrimage to a shrine. The appeal of the historic in Boston is strong. The city is not old, if one thinks of it in comparison with places in the real Old World abroad. In comparison with the United States, however, Boston is quite ancient, having passed more than half of its life before there was an American republic. Three hundred years means a great deal to the mind of the average American, and he comes to see what those three centuries have wrought in the home of his forefathers. Fortunately, the visitor is not disappointed, for Boston Town still retains a great deal of its pre-Revolutionary colonial flavor. There are historic buildings to be seen; the narrow streets of the provincial days are disappearing—as is much of the historic—under the press of modern transportation and industrial needs, but there are still many, and some of them have names reminiscent of the days of old. There is "atmosphere" about the Hub; the city is "colorful"; it is full of "charm." And this is to quite an extent, the atmosphere, the color, the charm of the historic. He who pilgrimages to Boston, the shrine, is not disappointed by what he finds.

The Metropolitan District—It is to be feared that the Bostonian, however well he may know the history of his home place, rather resents the emphasis which is placed upon that history. He knows that it has far more for the delectation of the visitor than historic shrines and monuments. The metropolis is a commercial and business center; it is thoroughly modern and progressive. It is the business, industrial and population center of New England. More people live within a fifty-mile zone than there are in the whole State of Massachusetts; half the population of the State resides within fifteen miles of the city. In fact, the real Boston is not the limited area upon which in 1927, there lived 860,269 people, but that extensive section wherein there are now forty cities and towns whose interests are bound up with the economic, banking, transportation, merchandising, railroad interests and the port facilities of Boston proper. This metropolitan district is the real Boston, and the resident of it, however proud he may be of its history, is even more proud of what it is in the immediate present. To the end that the present day Boston may be appreciated at large, efforts are constantly being made by the business organizations, and by the city itself, to introduce modern Boston to the country.

A Convention City—In 1922, the Mayor of Boston was instrumental in the establishment of the Commercial and Industrial Bureau. One of the duties of this bureau was to publish and circulate data concerning the various attractive features of Boston. The Chamber of Commerce, as well as other organizations, put their hand to the wheel in the publicity campaign which followed. One of the results was the immediate increase in the number of visitors to the city, particularly those who came to attend conventions. As for the conventions themselves, there were more than 300 of them held during the year 1924, and for purposes covering almost the entire field of human endeavor. Societies seeking the advancement of Religion, Art, Industry, Finance, Foreign Relations, Municipal Improvements, Patriotism, Fraternalism, Labor, and Science, made a friendly invasion of Boston by the thousands, and were amazed by the natural advantages, the character, the aliveness of the Hub, returning to their home towns with an altogether new understanding of Boston. It may be of interest to note the names of some of the organizations which met in the city during the year above mentioned. It is but a partial list, be it remembered: National Shoe and Leather Exposition; National Association of Purchasing Agents; Linen Supply Association of America; American Federation of Labor; National Foreign Trades Council; American Hospital Association; American Neurological Association; National Amateur Press Association; Grand Army of the Republic; Grand Lodge of Elks; Knights of Columbus; Supreme Lodge Scottish Rite Masons; Supreme Lodge Knights of Protection; American Unitarian Association; International Federation of Catholic Alumnae; Spanish War Veterans; and the Military Order of the World War. As will be noticed the list has been confined to nation-wide organizations. Hundreds of other societies were the guests of the city, and it seems certain that they all went away pleased with the welcome and hospitality which was shown them.

There are probably financial advantages to be reaped by the entertainment of conventions; the visitor more than pays his way. What is more pleasing is the fact that Boston is becoming known as an ideal convention city, which means that its attractions are not limited to any single sphere. One writer has it:

"Boston is the ideal convention city; it stands unique among all the cities of the United States in the proportion of its physical, industrial, educational and historical values; it offers for the appreciation of its visitors the wonders of our splendid, though neglected, seaport, with its capacious wharfage and dock facilities; the famous Navy Yard; Commonwealth Pier with the world's largest drydock; at its outer edge the developing airport; and, broadening out in the vast reaches of shim-

mering sand, beaches famed throughout the world as healthful summer resorts. It delights the eye with the beauties of its parks and playgrounds; with the splendid roads of the world's finest park system that wind in gleaming ribbons among the contiguous cities and towns, binding the natural splendors within their embrace into one superb garland. It impresses the visitor with the character and stability of its citizenship, by the fine American communities situated in natural and beautiful suburbs entirely surrounding the city proper, and radiating in every direction within six miles of the business center. It fascinates the mind with its institutions of learning, of religion, of art and music, and though the contemplation of its historic shrines and monuments, Faneuil Hall, Bunker Hill, Concord and Lexington, Boston Common, Old North Church, Old State House, and Old South Meeting-House, it rekindles in all hearts the sacred fires of love of God and of Country."

Plans for a Municipal Auditorium—While there is little question that Boston is an ideal convention city, it still lacks that great desideratum, a modern large sized convention hall, or municipal auditorium. True, there is the old Mechanics Building, which still retains its usefulness, and there are other large sized buildings which are now in use. But with a continued and increasing popularity of Boston as a place where thousands care to gather, there is a very real need of a place in which they can meet with comfort. In the summer of 1927 Colonel Lindbergh, after winning the hearts of the Nation by his epoch-making flight to Paris, came to the metropolis. No one knows just how many tens of thousands were in Boston that day to greet the flyer. The Common did very well as a meeting place during the day; indeed no building could have been large enough to have held the crowd. When the night came, and an attempt was made to extend formal greetings to the Colonel, thousands jammed St. Botolph Street and Massachusetts Avenue in an endeavor to win an entrance, with ten thousand others, to a most uncomfortable, most unsuitable arena. Anyone who had the fortune to be one of the ten thousand, saw, heard, and felt enough to convince them that Boston's need of an auditorium was real, actual and pressing. It may be that the planned memorial to the soldiers of the World War from Massachusetts may take the form of a public hall. There is a project of the Boston and Maine Railroad to include a great convention hall with other improvements that will transform the present North Station. Or the city may build a coliseum, a municipal auditorium, such as it needs. Whatever may be the way taken, it seems quite assured that the attractions of Boston will fill such a hall with an almost continuous series of conventions, national, state and sectional.

The Student Group—There is an important group of transients, if so they may be called, who are better cared for, the great body of students who make Boston their temporary home. A circle with a radius of Beacon Hill as a center includes nearly a dozen colleges of the highest rank with a registration approaching twenty-five thousand. There are as many educational institutions of different kinds, but of high grade, with half as many students enrolled. In the metropolitan area, there are more than two hundred universities, colleges, normal and technical schools, music and art institutions and private schools. Among these are Harvard University, Massachusetts Institute of Technology, Boston University, Tufts College, Wellesley College, Radcliffe College, Simmons College, Boston College, the New England Conservatory of Music, and Boston Art School. The first five—among the ten largest educational institutions in New England—have a total registration of twenty thousand students. Many of them are nationally celebrated, and some have reputations that extend to the far quarters of the globe. "First," "largest," "best," are adjectives which may fairly be applied to a number. It is estimated that these 200 schools bring an annual influx to the population of the Boston district of fifty thousand of the youth of our land. To care properly for these is a problem for the city, but one well solved. Truly, Boston is one of the leading educational centers of the world. Year by year there goes out from the city a stream of young men and women, who, as her adopted sons and daughters, take their places in the affairs of the world—one of Boston's contributions to the Nation and the world. And these young men and women who have come from afar to her institutions bring with them a broadening and stimulating influence which reacts upon the residents of the metropolis and makes impossible provincialism and stagnation in mind, manners or growth.

The Casual Visitor in the "Hub"—To the large numbers of attendants upon conventions, and the thousands who come to Boston for educational or cultural purposes, must be added the ever-increasing host of tourists, vacationists, and casual visitors. It seems likely that more strangers come to the metropolis each year than there are residents. Boston is glad to welcome them, wishes them an interesting stay, and is increasingly extending them the warm hand of cordial hospitality. The city is the better because so many come to it; and it has treasures, advantages, attractions which benefit the visitor. It is not expected that the stranger is going to like everything about the city. He may find trouble in getting about some of its streets "downtown," but he will find some of the finest streets in America, Commonwealth Avenue, for example. If he uses public transportation systems, he may be puzzled by their curious ways of popping in and out of the ground; or by the necessity, while

already in a subway, of going further down in the ground to take the "elevated." He may be shocked to hear the newsboys use the beautiful soft "a"; and the cultured matron misplace her "r's." Boston and Bostonians have just as many oddities as any other place or folk. All these things are of minor import; their very difference but increases the interest. One doesn't travel to see and hear what may be seen and heard at home. The stranger comes because he wants to see and learn for himself.

There are certain things about Boston that the visitor should know about. Some of these will be mentioned, not with any attempt at completeness nor bolstered up with statistics. They will be hints which may help in the understanding of the "Hub"; a few markers which point the way to understanding. What is said will be confined to the modern and the historical aspects of the city, and all will be but condensations of what has been said at length in other parts of this work. In other words, the rest of this chapter is for the visitor within our gates, and has nothing in it for the informed home folk.

Modern Boston—We will take for granted that it is well known that Boston is the business, industrial and population center of New England, one of the richest industrial sections of the world. That while the city proper is small in area, and started on one of the smallest almost-islands on which a large settlement was ever attempted, the real Boston is what is known as the metropolitan district, which if consolidated as is New York and a dozen other cities would make it the fourth largest city in America. Nearly five million people trade within this area; there are 25,000 mercantile establishments and 5,000 manufacturing plants within this section. The steam and electric railroad mileage is greater than in any similar area in the Western Hemisphere. The Boston Elevated Railway system carried in 1926 nearly 383,500,000 passengers, and this system does not cover the whole district, or even nearly so. The visitor is immensely pleased with the magnificent park system which stretches from Boston to the far corners of the district; he is pleased with the beautiful suburbs; the Charles River Basin—a lake within a city—always wins the admiration of the stranger. These and many other similar attractions and advantages of this section are made possible by a unique coöperation between the municipalities of the metropolitan district that would be hard to parallel elsewhere. Thirty-eight places comprise the park district, and the chain of boulevards and parks are the results of this joining hands. Fewer towns have combined to make up the Water Department which brings water into them from the Berkshire Hills in western Massachusetts.

Metropolitan Boston is by right, the center of the "district"; the point

from which the railroads and highways radiate; the shopping section, the port. One should never leave Boston without becoming familiar with its fine natural harbor, and its modern improvements. It compares favorably with any in the world, and capable of handling three times the commerce which it does. The docks are novel sights. The Commonwealth Pier, constructed just before the war at a cost of $4,000,000, is classed as one of the finest passenger and freight piers ever built. The Army Base in South Boston, constructed by the United States Government during the war, is said to be the largest of its kind in the country. The Dry Dock is also another of the largest, the one to which the "Leviathan" must come for its regular cleanings and repairs. Then there is the Boston Airport, at present the most advantageously located air field of any large city. The metropolis is served by freight and passenger lines to all the main seaports of Europe, and by freight lines to the Far East, South America and Australia. Boston's foreign trade is exceeded by but four other American cities; in imports and in incoming passengers it ranks second only to New York. These are but a few of the items which make the harbor of interest to the visitor, although one of the most interesting features is the great Fish Pier, for Boston outranks every place in the world, save one, in the size of its fishing industry.

Industrial Boston—The city has always made history in its industries and commerce. It took the first place in this country in both of these from its beginnings. When one line of endeavor ceased to be profitable, it engaged in some other. Starting with the fisheries, one source of wealth which has never failed, the story of its progression is but a tale of courageous shifting of its labors through commerce, ship-building, finance, to manufacturing. The mistake is sometimes made in thinking that this is merely historic, one hears murmurs of "decadence," "competition" of the South or West, as though the metropolis had been shorn of its strength. What needs to be realized is, that Boston is still making history in the industrial world; it is leading as ever, but along less showy lines. Efficiency and economy are the modern watchwords of business, and the canny descendants of those who settled in a most difficult locality and yet made there the most prosperous town in the Colonies, have proven capable of more than holding their own. It is to be remembered as well, that the industrial strength of any place today lies in the multiplicity of its interests rather than in control or leadership in simply one or a few.

Boston is still our largest wool market, half the wool imported by the United States going through its hands. In textiles, despite all the depression in both cottons and woolens, the city is at the head of one

of the most important districts in the country. This same thing may be said of the shoe and leather trade. From the beginning of printing in America, Boston has been one of the recognized great publishing centers. Few sections exceed the larger Boston in rubber manufactures; and how many know that the fifth largest metropolitan industry is the making of high grade confectionery? One might continue indefinitely to recite the various industries in which Boston plays a prominent rôle. The story of the way in which Boston is making its peaceful conquests in commerce, industry, and trade have been recounted at length elsewhere. He who is interested may read; the transient has but to cast alert eyes about him and see for himself. The point is that Boston's past has but prepared it for its very vigorous present, and one cannot understand her who glances only on the historic and the old.

The Lure of the Historic—The Common—It is to be realized, however, that the tourist on pleasure bent is apt to care more for the romance which clusters about the "Birthplace of the American Nation" than the somewhat prosaic story of business supremacy. The world-known historic buildings, famous streets, places forever joined with notable events, are an attraction to every live American. There are many here, but no attempt can be made to enumerate them. Because there are so many of these historic shrines, a few will be mentioned which everyone should visit, some of which may so easily be overlooked. Take the Common, for example. There are parks in many cities as beautiful, although seldom does one find such an almost unchanged bit of old-time loveliness in the very heart of a city. If any place stands for the permanence of ideals, it is this Common. "It has always represented liberty, breadth, uniqueness of standpoint. One gathers that the people of Boston will retain their liberty so long as they retain their Common." Fortunately, its preservation has been provided for both by legislation and benefaction. It is the oldest park in America, costing Governor Winthrop, in 1634, the equivalent of one hundred and fifty dollars. As early as 1646 a law was passed that the Common should forever be held unbroken until a majority of the people voted otherwise. Thus, one may now wander over the ancient "trayning field" and the place for "the feeding of cattell" and browse among the trees and vision by the imagination the pageantry of history which this spot has known, from the day when Blackstone rode his bull about the rocky peninsula more than three centuries ago, to the modern day events when thousands greeted the soldiers returning from the Great War, or welcomed aviators who had spanned half the world. Whole books have been written with the Common as the one subject of their descriptions.

The State House—From the Common one's eyes turn naturally to the State House, which dominates it from the highest point of this part of the city, Beacon Hill. It is not old, if only the pre-Revolutionary is old, for its cornerstone was laid on July 4, 1795, by Samuel Adams. Bulfinch was its architect, as he was of the Capitol at Washington. The front, now covered with dingy paint, will soon, it is hoped, be restored, as have been other buildings, to its original straightforward red brick. It is a genuine American structure, for its designer had no model of a public building to imitate; it became a type often copied all through the land. To the Bostonian this is the "Boston State House," the "Hub" of the Commonwealth, if not of the universe. Those who know it best love it the most, but its beauty appeals to a wider circle. John Duke, Lord Coleridge. the Lord Chief Justice of England, has been quoted as saying: "Far the most beautiful city in America, is Boston, and the State House is the most beautiful building in the country. At Washington, at Albany, at Chicago, and elsewhere, you see much grander, and more costly structures; but this is in perfect taste and proportion; every interspace the right size, every moulding right, every decoration refined—a sort of Adams architecture of noblest type . . . the situation is noble and has been made the best of." Of the treasures within and without the State House, one must go and find for himself.

"Boston Preferred"—Much of the older part of the city clusters around the hill upon which the "beacon" was erected in early days to give warning of danger. Beacon Street (and who has not heard of it?) passes in front of the State House. As someone has remarked, "Next to Boston Common, is Boston Preferred," and while the movement to the estates of the suburbs and the more recent boulevards has taken much of the glory from Beacon Street, it still stands for exclusiveness—the permanence of Boston society. Business has taken one end of the street, and a foreign population is creeping over the hill to smother the principal section, but it still is a way of dignity, and lined with the homes of those whose names mean much in every sphere of human activity. Nothing can rob it of its lovely views, or its own mellow beauty. One may wander from it into Boston's "Bohemia," and not far away is its Italy; art and literature are cheek by jowl with foreign tongues and manners. One may cross easily to the always delightful Charles River Basin.

The Treasures of Back Bay—The better choice is to leave Beacon Street by way of the Public Garden which adjoins the garden, and which seems a part of it but is not. The Charles River and Back Bay came

to the edge of the Common originally, and the Garden is a part of the filled-in Back Bay. It dates from 1857, but is none the less a beauty spot, with its gorgeous flower beds, remarkable trees and artificial pond, though relatively not ancient. The nearby Back Bay section in which many Bostonians live will surely come within any visitor's itinerary, for the bay is not water but the solid seat of many of the city's most famous institutions. One always goes to Copley Square with its hotels, churches and the Boston Public Library. It happens to be the third largest public library in the country, and is of interest to many for its mural paintings by Puvis de Chavannes, Abbey and Sargent. If the time be taken to extend the trip farther in this same direction, it leads past Symphony Hall, the Conservatory of Music, the Opera House, and the Young Men's Christian Association Building, housing its unique university, until the stroller comes to the "Fens" and the Museum of Fine Arts with its notable collections. While here, particularly if one be of the artistic temperament, a stop, and a long one, must be made at the Isabella Gardiner Venetian Palace, one of the most remarkable homes in America, which Mrs. Gardiner bequeathed to the city with all its rare and costly examples of European art, to be kept just as she had conceived and made it. Of course there are several groups of educational buildings worthy of attention in this region, for this is a part of the student quarter of Boston.

Historic Buildings—We have gotten rather far from both the Public Garden and the historic, and before we enter the latter we must pass through Tremont and Washington streets, the bustling crowded center of Boston's mercantile section. It is rather unusual to have a shopping street border a park, as does Tremont Street, and it is quite as unusual to see a very narrow curving street crammed full of department and specialty stores, theatres, churches, historied shrines, as one finds on Washington Street. On almost any bright day, where Summer and Winter streets meet Washington, is the most crowded square in all New England. Coming to State Street, the financial center, within whose narrow limits one may have his toes trodden upon by the financial giants of Boston, there is at the head, the Old State House, dating from 1713. It was the Province Court House, in the stirring days preceding the Revolution; the Declaration of Independence was read from its balcony; in it John Hancock was inaugurated as the first Governor of the Commonwealth. The town had its beginnings about its site; the first meetinghouse was where the Brazer Building stands; the market place was originally beneath the State House, and the stocks and pillory stood near. Across the street was the second meetinghouse; and marked on the paving near the corner of Exchange and State streets, is the site of

the Boston Massacre. Faneuil Hall, "The Cradle of Liberty," is but a short walk from the Old State House. It is changed somewhat from the building which Peter Faneuil gave to the city in 1742 as a market, but is still a market in its lower stories. It is on the upper floor that the inquiring find the many objects which bind it to the glorious past.

The Older Churches—Quite naturally the history of Boston is closely connected with its older churches. It will be recalled that the first religious society in the early settlement made for themselves a crude mudded-wall, thatched-roof building in 1632. This, like its successor and several more successors, have long since passed away; the First Church of Boston worships now in a comparatively modern structure in Back Bay. The oldest church building in the city is Christ Church, the "Old North" of Longfellow's poem. This is more than two centuries old, having been built in 1723, and is well worth the trip through "foreign Boston," if only to gaze up at the steeple from which Paul Revere is said to have arranged the hanging of warning lanterns that started him off on his ride to awaken the farmers of Middlesex. The church contains the first peal of bells known in this country, and Paul Revere, as a young man, was one of the guild of eight bell ringers. But the admirable Paul was many things, his versatility leading him into activities, the results of which may be found in our museums and collections of the historic. The house where he lived from 1770 to 1800, said to be the oldest building in the city, is but a few streets distant from Old North Church. It stands on the site of Increase Mather's parsonage, which was burned in 1676, and probably was built shortly after that "great fire." The immense fireplaces, the quaint little entry, the ancient wall-paper, the "hitching post," all help to make this a charming spot in the very middle of a babel of foreign speaking residents.

The Old South Meetinghouse on the corner of Washington and Milk streets is the second oldest church building in Boston; it dates from 1729, and stands on the site of Governor John Winthrop's home. Being the largest auditorium in the town in the pre-Revolutionary days, Faneuil Hall not excepted, many of the political meetings were held here. When Boston was besieged at the beginning of the war, the beleaguered British used it for a riding school after burning its benches and pulpit for firewood.

King's Chapel—the name was changed for awhile after the Revolution when royalty was *non grata* in the town—was the first Episcopal church in Boston, and the place where the British officers worshipped while Washington kept them cooped up in the town. When the "siege" was about over the rector and many of his parishioners fled to Halifax,

taking with them the books, plate and vestments, the most of which have since been restored, and may be seen.

Burying Grounds—If there be a craving for something older than the churches, by the side of King's Chapel is its burying ground, which was established with the Colony. On February 18, 1630, the records read: "Captain Weldon, a hopeful young gente, & an experienced soldier died at Charlestown of consumption, and was buryed at Boston with military funeral." The graves of Governor Winthrop and his two distinguished sons; of Reverend John Cotton; of John Davenport, the founder of New Haven; of Roger Clapp, the first settler of Dorchester; and of many other prominent persons of the colonial period may be found here. Mary Chilton, reputed to have been the first of the Mayflower's company to touch American soil, lies buried here. One of the stones has a most remarkable history, having been lost until excavated near the old State House in 1830. It marked the grave of William Paddy (1658). The reverse of the green tombstone has this curious stanza:

HEAR - SLEAPS - THAT
BLESSED - ONE - WHOES - LIEF
GOD - HELP - VS - ALL - TO - LIVE
THAT - SO - WHEN - TIEM - SHALL - BE
THAT - WE - THIS - WORLD - MUST - LUE
WE - EVER - MAY - BE - HAPPY
WITH - BLESSED - PADDY.

There are several other "burying grounds" to reward the interested, such as the one on Copp's Hill overlooking the harbor, the Granary Burying Ground alongside the Park Street Church, and the old Central Burying Ground in the Common. The latter was established in 1756, and is notable for having the unmarked grave of Gilbert Stuart, the artist, and perhaps because the inventor of a famous soup, Julien, was buried here. The old-fashioned graveyard is almost hidden in spite of its proximity to the brilliant shops and theatres of Tremont Street from which it stands aloof. The principal memory one takes away from it is of the tablet to Stuart hanging on the fence because some Bostonian mislaid the body of this truly great American. The Italian boys who crowd around the visitor to Copp's Hill are the most interesting guides to the age-worn cemetery. Their tale of how the British soldiers camped upon the hill and used the gravestones for targets is full of the proper thrills. There are worse places than this from which to view Charlestown, opposite, with its lofty monument. Where the town granary stood, and near where the distinctive Park Street church now does, is the burying ground established shortly after the one by King's Chapel, and contains the most notable collection of names on its tombstones. True. they sometimes fail to tell the truth, for there seem to have been

some careless people who had the care of Boston's ancient cemeteries, and the markers are not always where they should be. It is enough to know that here are buried many of those revered for their Revolutionary activities, and also Sewell, the diarist, and Hull of "Pine Tree shilling" fame, and "Mother Goose." It is one of the most impressive of graveyards, hemmed in as it is by tall modern office buildings, the Athenaeum and the church, its fine trees and grassy grounds all lifted up from the common level of the street three feet or more, as though it were striving to catch the attention of the busy throngs which pass it on their rounds of labor or pleasure.

Neighboring Shrines and Interesting Places—One might ramble on at length about the old and the historic in Boston. There are a hundred places to be considered; there are a hundred tablets marking where something of importance and interest has been. But all of the historic is not in Boston proper, nor are all the oldest places here. After all, Boston is but an introductory step to the study of New England history. Plymouth or Salem are older; Charlestown is, for that matter. The Revolution was fought mainly outside the city, even that part of it which transpired in Massachusetts. The Battle of Bunker Hill was fought elsewhere and one must go to Charlestown to see the monument commemorating it. Cambridge was the place where Washington took command of the Revolutionary forces and was, with Somerville, his headquarters. Over in Dorchester are the "Heights" which he took and forced the withdrawal of the British. Boston secured its prominence in colonial and Revolutionary history because it was the principal settlement in the colonies, the seat of the Royal governors, the headquarters of the Revolutionary propagandists. Cambridge might well have been the seat of government in Massachusetts had not the Puritans had an unnecessary fear of Indian invasion. They established a college here within a few years after the founding of Boston, but carefully erected a tall paling fence to keep the Indians away from the school in which there were being prepared missionaries to lead the aborigine from his evil ways.

Thus, in an ever-widening circle from Boston, the vacationist can find the historic, or the modern, whatever be his bent. Lexington, Concord, who would miss them? Lynn, with its manufactures; Revere, Nahant, Swampscott and other shore resorts; Gloucester and fisheries; Marblehead, "birthplace of the American Navy," Salem and the House of Seven Gables; the North Shore, has a thousand attractions for the tourist. The South Shore, from Dorchester, through Milton, Quincy, Cohasset, Scituate—their very names interest—to Plymouth with its relics of an illustrious past, whether they be Elder Brewster's Spring—or the

Plymouth Rock. And then on to the Cape—one seldoms hear the "Cod" affixed—through pine forests, by silvery lakes, with a glimpse of the ocean here and cranberry bogs everywhere. Town after town one sees, some of which recall the lessons learned in school, others make one think of the stories all have read of the Cape Codder and his ways; until at the tip of the cape, there is Provincetown, the first landing place of the Pilgrims, and in the quiet harbor of which was signed the "Compact," the first charter of a democratic government in the world's history.

The New England Playground—We have gone somewhat far afield, and yet not so much so, for the charm of the historic pervades all New England, and Boston is the *entrepôt* to it. It has come to be realized that New England is the playground of the eastern part of the United States. Tourist by the thousands come to this vast vacation land, and Boston is literally the "Hub" of this tourist and vacation travel. By reason of its manifold attractions, of which history is but one, the New England metropolis is the natural clearing house for vacationists, receiving and sending on a vast army of transients coming from all parts of the Nation and foreign shores, to the six New England States, Quebec, the Maritime Provinces and Newfoundland. It has been only during the last three or four decades that New England has publicly recognized the value of her domain in figures unrelated to water-power, agriculture or industries. As an editor said recently: "The South may challenge the supremacy of New England in cotton textiles, the Middle West may assail the primacy of New England in the production of footwear, and competition with New England in other industrial fields may be far more keen than once it was; but New England is fostering and developing one industry which leaps upward every year and defies all prospective usurpers—the recreation industry." Maine has long realized the unmatched marvels of her coast and lakes; New Hampshire has for many years been appreciated for the beauty of her White Mountains; Vermont is blessed even more highly in this respect, for her mountain country covers an area larger than the White Mountains, the Adirondacks and the Catskills combined; Massachusetts with her North and South Shores, the "Cape," the rolling Berkshires, its picturesque Connecticut and Deerfield River valleys, not to mention that most lovely Middlesex and other countries close to Boston, have long been the haunts of the summer visitor, and in more recent years, of the winter pleasure seeker. It would be hard to find a territory of similar area containing such a variety of physical attractions; and it is strange that the New Englander has been so slow in finding this out, or at least to tell others about it.

The Publicity Movement—A great change has taken place, however, and New England is going in for a publicity campaign which has led already to an enormous increase in the number of visitors within her borders. What is best about this "boosting"of itself, is that it has been organized, and such competition as there is between parts is the friendly competition to tell better than the other just what each place has to offer the transient. In 1927, four of the six states had official publicity bureaus to finance, to which Maine appropriated $50,000; New Hampshire, $35,000; Vermont, $15,000; and Rhode Island, $7,500. Massachusetts authorized such a bureau but forgot to vote any money to sustain it. The county organizations, community groups, chambers of commerce and similar organizations, have expended $500,000 to advertise the recreational, agricultural, and industrial assets of the states indicated. With this sum there has not been included what the railroads have done, or individual owners of resorts and hotels. And all this has paid. Maine figured that in 1926 its income from tourists was above $100,000,000; New Hampshire and Vermont estimated the amount accruing to them at $150,000,000; while Massachusetts and Rhode Island are supposed to have received a like sum; or a total, exclusive of Connecticut, of $400,000,000. These figures sound large, but there seems to be substantial evidence to support the statements.

The Charm of New England—New England sent to all the United States her sons with their wealth of ability and money. The vast vacation tide is bringing many of them back. That these bring also their wealth with them is only as it should be. The charm that is New England's, whether it be physical or spiritual, works its spell over all, the resident, the expatriate, the descendant, or those who unfortunately failed to choose the right parents. It may be the lure of the mountains, the forests, the rivers, the lakes, the ocean, the climate that draws folk to New England; certainly the beauty of nature is a leading asset of the northeastern country. It may be the historic charm, which is so potent, which wins so many and holds them to herself. Perhaps it is New England culture, the New England character, New England completeness which appeals. One falls into a slough of verbiage and flounders in a pit of vain effort, when one tries to dissect the charm that is New England's. George French is an exception when he explains it thuswise: "The charm of New England lies in the fact that New England continues to be New England. Sentiment, romance, the halo of youthful memories, the sacred aspirations of patriotism, the roots of innumerable families, the tremulous first breath of universal political freedom, the motherings of a new continent, the adolescence of America, the nourishing of the Nation, all of these sentiments and memories come

and clamor when New England gets into the minds and hearts of the people of America, and it is then that we know that New England is a section of the land that is not to be permitted to live for and unto itself, but that it belongs to all the land and all the people of the land, and will always live in the hearts of the people." A decade and more ago, someone wrote what was termed "The New England Credo." A tourist prowling around the attic of one of the oldest bookstores found it among some dusty tomes, and treasured it. Here it is, as he found and adopted it:

I BELIEVE in New England ¶ In the preëminence of her location as the gateway to Europe ¶ In the beauty and healthfulness of her hills and lakes ¶ In the undeveloped, unlimited power of her rivers, and the ocean commerce of her seaports ¶ In the variety and marvelous efficiency of her industries ¶ In the skill and inventive genius of her workmen, the public spirit of her business men, and the resulting prosperity of her people.

I believe in New England's mission ¶ In the glory of her past and the greatness of her future—and I believe that the same spirit of the Boston Tea Party, of Lexington, and the Civil War—the spirit that lavishly gave its blood, brawn, brains and money to the upbuilding of the country—still lives in New England's sons and daughters, and waits only the word to call all New England to the still greater things which are before us.

I believe in the tremendous, transforming power of optimism; I believe that it is lack of faith which checks the development of individuals, associations and sections ¶ That skepticism is the only thing which stands between New England and her great destiny ¶ And that when pessimism is transformed to optimism, New England will again take her rightful place in the vanguard of industrial progress.

Therefore I am resolved that I will avoid, and help others to escape from, the deadening, demoralizing rut of criticism, skepticism and inertia ¶ That I will be a booster, not a knocker ¶ And that *I will neglect no opportunity to show my faith in the future of New England and to labor unceasingly for its fulfilment.*

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